

THE LAW-BULLETIN AND GOOD ROADS

VOL. XXII.

Boston, July 19th, 1895.

No. 3.



"BICYCLES NOT ALLOWED ON SIDEWALKS!"

Oh, knights of the wheel! 'Tis a pleasure to glide
O'er a street where an outing is bliss.
But while some are faulty, oh where could we ride
If all were asphalt-y as this.

Subscription, \$1.00 per Year.

Special Club Rate, to League Members Only, 25 cts.

Entered at Boston Postoffice as Second-class Matter.

Price, 5 cents.





THE TERRIBLE BICYCLE.

EDITOR L. A. W. BULLETIN:

Among the many very enjoyable things that appear in the BULLETIN each week, the following copy of a bill which the law-makers of a southern State may be called upon to consider at their next session, may prove interesting to the many readers of your paper:—

Section 1. No person shall ride a bicycle on any public street or highway within this State, without having firmly attached to said bicycle a red light on the starboard side thereof, a green light on the port side thereof, and a steamboat gong and fog horn on the handle bar or frame thereof, and said red light and said green light shall be kept burning between the hours of sunset and sunrise by means of an electric battery or motor with suitable attachments.

Sec. 2. No person shall ride a bicycle on the streets of any city or village in this State at a greater rate of speed than four miles per hour, and every person so riding shall dismount before passing any street crossing and shall fire a pistol, beat his gong, sound his fog horn, and sing a hymn, before proceeding on his journey.

Sec. 3. No person shall ride a bicycle upon any street or highway within this State, without having first obtained from the coroner, pound-master, health-officer, inspector of steamboat boilers, and at least one clergyman of good moral character, a certificate under seal, severally signed by said officials, certifying that the said rider of said bicycle is entitled to be at large, and that he is properly equipped for his journey.

Sec. 4. Any person violating any of the provisions of this act shall be guilty of a felony, and on conviction shall be punished by imprisonment at hard labor for a period of not less than ninety years.

Yours truly,

No. 74,562.

SAVE THE BUTTONS.

EDITOR L. A. W. BULLETIN:

A party having read the article headed "Don't Chew Gum," in the BULLETIN dated July 5th, wants to know if there isn't danger of swallowing the button, which your correspondent suggests each rider should keep in his mouth. Certainly there is, and the degree of danger depends upon the number of bumps on the road. But the consequences of a small, smooth piece of bone in the stomach would not be more serious than the loss of the button. This can be obviated, however, by tying the button to a string and anchoring it to

your ear, and then if you should happen to swallow it, all you have to do is to pull on the string and recover the button.

Don't think this is worth six months, but ten days might do. EDGAR W. COX.

NEW YORK'S "QUILL CLUB."

ED. L. A. W. BULLETIN:—

The cycling writers of the New York papers, and also of the metropolitan district, have formed themselves into a club called the Quill Club Wheelmen, with headquarters in the Pulitzer building, better known as the World building. Handsome rooms have been secured which will be very convenient to everybody visiting New York, as they are right near the postoffice. The membership is growing rapidly; cycling writers from all over the country coming in. The active membership is restricted to the writers of the metropolitan district, but writers of other cities and people of standing in the trade are admitted as associate members.

The initiation fee for associate members is five (\$5.00) dollars, and dues five (\$5.00) dollars per year. We feel sure that the Quill Club Wheelmen will obtain a high standing in the ranks of clubs, and that it will be beneficial for those who can to join.

When in town the club will be pleased to look after non-resident members and extend to them all the courtesies. They can make use of the club's rooms for business or other appointments.

DIXIE HINES, *Pres.*

SHORT PANTS NOT ADMITTED.

EDITOR L. A. W. BULLETIN:

Perhaps if you have space in your columns it would be well to let the L. A. W. men of Iowa know that if they happen to pass through Fort Dodge, Iowa, and should wish to stop for refreshments at the Duncomb house, they must wear their coats and long pants or go hungry. Such was our experience there yesterday. Such use of wheelmen may be cute, but we fail to appreciate it. Such snobbery has been done away with long ago, and the innkeeper who practices this kind of business will doubtless run amuck some of these days.

L. A. W. No. 79,540

INSTEAD OF A HAT PIN.

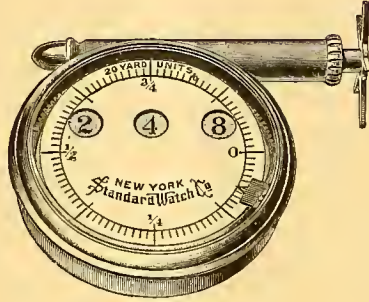
EDITOR OF L. A. W. BULLETIN:

If the young lady from Oshkosh will take my advice, I think she will not have any more trouble with the deadly hat pin.

Don't wear any hat, or, if you do, use eight ounce carpet tacks. Brass headed tacks look much prettier. They come fifty in a box and cost five cents. Hoping you will find some relief I remain,

L. A. W., 71,107.

None used it but to love it —



None named it but to praise!

A TOUGH SNAKE STORY.

(Showing the wonderful effects of venom and whiskey.)

ONE day last week as Richard Roe was crossing the Seven Mountains with his bicycle, he saw an object in the road a few rods ahead, which he correctly reckoned was a good sized snake. He made up his mind to have some fun by running square over his snakeship, without any thought that it might be a dangerous rattler. So he put all possible impetus into his machine and struck the snake midway, but quick as lightning the rattler sunk his deadly fangs so deeply into the rubber tire, that the reptile was jerked from the ground by the swiftly revolving wheel and over the head of the rider, landing in the road about three rods ahead badly crippled. Richard dismounted and had no difficulty in dispatching the snake, although badly scared when he saw the character of the enemy. Richard mounted his bike and started down the mountain, but soon there seemed to be something wrong with his wheel and the tire looked larger, but he attributed the swelling to the expanding of the air in the tube, caused by the heat. He rode on and finally his bike stopped, the tire had swollen to three times its size, and the thing was choked like a buggy with a hot spindle. He examined the

wheel and found the marks of the reptile's fangs in the tire, and the green venom about the punctures, and the tube was still swelling. He had no snake medicine about him, so he gently carried his machine to a soft, cool spot under a tree near the road, and hurried to the nearest house, two miles away, for a pint of whiskey, and returning as fast as his legs could carry him, he was soon alongside his bike and found the rubber swollen more than ever. To get out his pump and force a quarter of a pint of whiskey into the tube was the work of a minute. The bike was gently laid down, Richard took a sip and nap, and awakened in an hour to find the swollen tire more than half reduced, and pumping the balance of the whiskey into the tube, in the course of another hour the wheel seemed well enough for him to slowly resume his journey, and next day his machine was all right again.

The whiskey was obtained at the house of John Doe; the names of both these gentlemen being familiar to all, there is no further need of vouching for the truthfulness of the story.—*Centre Hall (Pa.) Reporter.*

It is easy enough to do the right thing tomorrow, or next week, or next year, but are you doing precisely the proper thing just at this very moment?

THE **L. A. W. Bulletin** AND **Good Roads**

A WEEKLY JOURNAL
DEVOTED TO HIGHWAY IMPROVEMENT AND OTHER SUBJECTS
OF INTEREST TO WHEELMEN IN GENERAL, AND TO THE
LEAGUE OF AMERICAN WHEELMEN IN PARTICULAR.

PUBLISHED FRIDAYS BY
STERLING ELLIOTT,
12 PEARL STREET, - - - BOSTON, MASS.

SUBSCRIPTION PRICE:
ONE YEAR \$1.00
" " Special Club Rate, to *League Members only* . . .25

Editor: **STERLING ELLIOTT.**
Associate Editors:
NIXON WATERMAN. ABBOT BASSETT.

JULY 19, 1895.

CONCERNING THE "NEW WOMAN."

THE so-called "new woman" is a great boon to the writers of newspaper "space-fillers." Whenever news is dull they can always turn to this interesting topic. To a large extent she is the creation of their pens. She was born a sort of a joke. The public has taken her seriously. And now the pulpit is doing the same thing. She is made the subject of thousands of sermons, some commendatory but more otherwise.

As a matter of fact the new woman is the same delightful woman the world has always known, adapting herself to the newer conditions of things. That she differs from her grandmother may be to her credit. It is not complimentary to the intelligence of the age to say that our christian civilization has produced influences which have resulted in giving the world a less womanly woman than it formerly possessed.

Progress means a divergence from established customs. Darwin says our parents away back yonder, lived in trees and knew nothing of the joy of eating a strawberry shortcake. Somebody was bold enough to break away from the customs of their fathers and give the world something new. No doubt the conservative element of those days spurned the few so bold as to take up with the new-

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fangled fad of wearing clothing, living in houses, and preparing food with artificial heat. It must have been shocking. Somebody has been shocked at somebody else ever since. Just now many good people profess to being shocked at the doings of the new woman.

What if she has deserted the one-horse side-show of existence and appeared in the main pavilion of life's big three-ring circus? Who has a better right to take part in the great performance? The typewriter has enabled woman to battle her way into every line of business.

They talk about a woman's sphere,

As though it has a limit:

There's not a place on sea or shore,

There's not an office, shop, or store,

There's not a spot beneath the sun

Where aught worth while is being done,

Without a woman in it.

Having gotten pretty thoroughly into business by the aid of the typewriter, now comes the bicycle, which gives woman happy access to the most healthful and innocent pleasure. With plenty of money in her inside pocket or hip pocket, and a wheel with which to enjoy life, is it any wonder that the new woman is a trifle independent. The stalwart, clear-minded, fifteen-dollar-a-week business girl is not pining, like an o'er ripe cherry on the stem, to have some bandy-legged seven-dollar-a-week young man come and say to her, "Will you be my angel and let me provide for you forever?"

Men used to say women married for love. Now they remain single for the same reason, probably. If a woman marries now it should be for love. She has money of her own, and her bicycle is all the beau she requires to "take her around."

The facts of the case are, men are not quite so necessary in a business or social way as they used to be. It is an awful confession to make, but it may prove good for the soul. If women keep on enlarging their sphere of knowledge and usefulness, the time may come when it will be necessary for the man who wishes to marry a bright, good woman, to really brace up and be something worth considering.

The outlook for the no-account sort of a man is growing gloomier. The bright girl has robbed

IF ANY OF OUR FRIENDS (?)

Tell you that our **New Clippers**, Nos. 20, 24, Model B, or Light Roadster, are made of poor material, don't you believe it until you are convinced by actual tests. All the above models are made from high grade stock. We use such material as our experience and best judgment have convinced us is the best for the purpose it is intended. We are still behind on our orders.

Bicycles Built for Business.

WHAT YOU WANT IS A

STIFF,
STANCH,
SOLID

STERLING

BECAUSE IT IS FAST.

A FEW RACES WON IN THREE DAYS ON THE SOLID STERLING.

July 6th, at New York, Maddox won 1st in one mile open, 1st in one mile handicap, and 3d in one-third mile open.

July 4th, at Estherville, Ia., D. Forman of Estherville and D. R. Hughey of Council Bluffs won 1st and 2d respectively in one-half mile open; time, 1:15½.

July 4th, at Springfield, Vt., 1st in one mile open and one-half mile open on road wheel.

July 4th, at Anderson, S. C., Maxwell won 1st in one-fourth mile and in five mile, and tied for 1st in one-half mile.

July 4th, at Morrison, Ia., Roy Upton won 1st in three mile lap and one mile open, 2d in one-fourth mile open, and 3d in one-half mile open.

July 4th, at Ottumwa, Ia., H. E. Heald won 1st in one mile handicap from seventy yards in 2:21, also 2d in one-half mile open in 1:10.

July 5th, at Vicksburg, Miss., Leon Martin, a 15-year-old boy from Meridian, Miss., won 1st in one-fourth mile open and 2d in one-half mile open against a field of six in each race.

July 4th, at Butler, Ohio, Chas. Lewis won 1st in five mile road race from scratch in 13:25. He then rode fourteen miles to Loudonville O., and won 1st in three mile open, and two mile open.

July 4th, at Port Huron, Mich., Loughead won 1st in one-half mile open in 1:07½. He also won 1st in one-fourth mile open in 33½, and 1st in one mile 2:40 class in 2:35; all three being work records. Fudehope won 2d in the one-fourth, and Little won 2d in one mile 2:40 class.

July 4th, at Reading, Pa., Hints won 1st in one-half mile boys', Fulmer won 2d in mile novice.

July 7th, Chicago, Ill., C. A. Westcott of the Lake View Cycling Club, reduced the Elgin-Aurora century record to 6:09:20 — cutting nearly 24 minutes off the former record held by F. H. Stanwood of the Illinois Cycling Club.

Sterling Cycle Works, 236-240 Carroll Avenue, c Chicago.

Schoverling, Daly & Gales, 302 Broadway, New York City.

Sieg & Walpole Co., 285 Wabash Ave., Chicago.

Avery Planter Co., Kansas City, Mo.

him of a business position and now if she refuses to wed him and share her salary with him, it looks as if the poor fellow will have to go to work.

There is really no occasion to worry over the woman of to-day. She may seem a trifle forward, but she means all right. She is a woman with a real mission, but she will relinquish it for the right sort of a man with a mansion, any day.

L. A. W. AND BOARD OF TRADE.

AT last these two organizations have come together to this extent: The League is to have a committee, consisting of its president, first and second vice-presidents, and the chairman of its racing board, also the chairman of its highway improvement and transportation committees, to which will be added by the president an officer whose duty it shall be to look after the systematic finding of stolen wheels. This committee of seven shall co-operate with the executive committee of the cycle board of trade, which also has seven members.

The plan as at present outlined is to work in harmony for the best interests of the general sport of cycling.

The board of trade acknowledges the supreme authority of the League of American Wheelmen in the matter of cycle racing, and promises to strengthen and uphold the League in every possible way in the exercise of that authority.

Heretofore, while the L. A. W. has, in a way, controlled cycle racing, it has been obliged to contend against certain influences which have tended to make the lot of its racing board not a happy one.

There still exists a somewhat remarkable fact, viz.: that many people suppose the winning of a race due to the particular machine which was ridden.

So long as that natural, though often wholly erroneous impression prevails, manufacturers will be impelled to make use of it for advertising purposes.

Out of this has grown the racing "team" of to-day.

Racing men eat and even wear clothes (although the spectator who sees them on the track wouldn't suspect it); in fact racing men are simply ordinary young men who have good health, and hence need more than the usual supply of food.

We supposed at one time that these people required no particular inducements, but that they would continue to shed their choicest perspiration and consider the hand clapping of the grand stand as a full equivalent. But time followed up its usual custom of "wearing on," and bicycle racing became a business in which hundreds of men have engaged.

For the last two or three years we have tried to look one way and go another, but the inevitable has happened and the game is to be played hereafter on a more liberal plan.

Many a time the racing man has been induced to do things in the interest of his employer which called for the laying on of the heavy hand of the racing board. This punishment has often seemed too severe upon the racing man, while the party most responsible for his misstep was outside the control of the League.

This new plan of co-operation will put the entire matter in a position where it may be handled, as we believe, for the best.

The looking up of lost wheels will be attended to, in the form of an extensive detective agency, covering the entire country.

The L. A. W. will be greatly increased in membership and aided in its work by the board of trade, while everything that is done to help the cause of road improvement helps and extends cycling, which in turn benefits all cycle manufacturers and agents whether they are members of the board of trade or not.

The "combination," so-called (though in reality it is only an attempt at co-operation), is a good one, and we look for tangible results.

ASBURY PARK.

In the sand on Bradley's Beach in front of Fourth ave. bath houses, at 11 o'clock A.M., July 12, 1895.

WHEN I left home I told Mr. Waterman that I would send in an account of the National Meet, which I find is, as currently reported, being carried on at this place.

A man seldom feels so well as when he has plenty of money and nothing to do.

These conditions are "on" with me just now, and I am fairly comfortable.

As I sat here, digging my heels in the sand and wondering who made it, and listening respectfully to the steady "swish" of the nauseating sea, also glancing occasionally in the direction of a group of bathers, many of whom had gotten their clothing perfectly wet, a heavy hand, in fact several heavy hands, were laid upon my lame shoulder.

A Sample of DIXON'S No. 679 GRAPHITE CYCLE CHAIN LUBRICANT

Will be sent to any wheelman
on receipt of 10 cents.

IT MAKES A WHEEL COAST FARTHER.

IT MAKES A WHEEL RIDE EASIER.

IT PREVENTS WEAR OF CHAIN.

IT PREVENTS WEAR OF SPROCKETS.

IT HAS NO EQUAL FOR QUALITY.

IT WILL PAY YOU TO SEND FOR IT.

Jos. Dixon Crucible Co.,
Jersey City, N. J.

TOURING BAGS
FITS FRAME OF BICYCLE 2.00, 2.50, 3.00
BICYCLE SHOES
FROM 1.50 TO 3.00
Send for CAT. DET. CLEAT CO. 302 WASH. ST. BOSTON



HEATH PUMPS.

Have you ever used one with a

UNIVERSAL COUPLING

Like this. Fits any valve. Always ready. Lasts a lifetime. It is much the best. Our guarantee: All broken or defective parts returned to us will be replaced free of charge.

Jobbers find them well known and quick sellers.

30,000 now in use
and still growing.

S. F. HEATH CYCLE CO., MAKERS.

N. E. AGENTS:
ELASTIC TIP CO., BOSTON.

Minneapolis, Minn.

ROAD MAPS

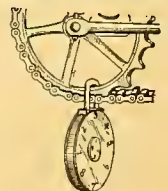
Of Maine, New Hampshire, Massachusetts, R. I. and Conn. These maps are handsomely colored and show all the roads and points of interest; for sale by the dealers, or sent by mail by the publishers; price 25 and 50 cents; send for catalogue GEO. H. WALKER & CO., Lithographers, 160 Tremont Street, Boston.

BICYCLE COMBINATION LOCK.

Keyless; nickeled; lightest in market. Every rider needs it. For sale by all dealers, or 50 cents, postpaid.

PACKARD & CARTER MFG. CO.,

Agents wanted. Malden, Mass.



AUTOMATIC BICYCLE SEAT.

A boon for all riders
of the wheel.

The acknowledged defect in bicycle seats is now overcome. The perfect seat is found. It is composed of a Carrying Bar that crosses the regular Saddle Bar, to which it is attached at right angles, and two seats that work automatically upon this bar, adjusting themselves naturally to the form of the rider and the movements of the legs. Physicians are loudest in its praise. Discount to the trade. Send for circulars. **PRICE, \$5.00.**

AUTOMATIC · CYCLE · SEAT · CO.,

Grand Rapids, Mich.

THE L. A. W. UNIFORM.

The League Official Tailors,

BROWNING, KING & CO.,

406 to 412 Broome St., New York.

Send stamp for sample of League cloth and price-list of uniforms.



HEAVY GOLD PLATE
Handsomely Enameled.

Price, \$1.00 Each.

John Harriott, 3 Winter St.,
Boston, Mass.

STOP PUNCTURES

We don't **KEEP** 'em
We **SELL** 'em.

Werneth's Puncture-Proof Tire Armors.

Price, \$1.50 per Pair, mailed free.

806 Druid Hill Ave., BALTIMORE, MD.



Oil, box 27, Lititz, Pa.

THE BEST ALL WOOL

\$6.00 BICYCLE SUITS.

SEND FOR SAMPLE. AGENTS WANTED.

Miller & Ingersoll, 106 Wabash Ave., Chicago.

Careful wheelmen are never on the road without Redding's Russia Salve. It is the best thing extant for bruises, sprains and cuts. All druggists recommend it and sell it for 25 cents.

Realizing that I had been discovered, I looked up and found that the blame of discovering me was upon several of the most famous among those who make bicycles, and hence as one of our pure amateurs might say, I was "touched by the blighting influences of the trade."

These men informed me that they were about to "go in a swimmin'," and they wanted me to hold onto their valuables. That is why I am feeling so flush. I have a gold stop watch and a "wad" of bills in every pocket. Some museum might star me as "the living safety deposit vault."

I am debating whether I will sit still or take to the tall timber.

I refrain from naming the depositors, so that I may tell the following incidents:

One of them whose name is as widely known as that of George Washington or Mrs. Bloomer, went up to the window of the bathing boss and asked for a suitable suit. "What size, please?" came through the hole.

The would-be swimmer hesitated for an instant, and then replied:

"Oh, about a 32-inch bust and a 65-inch waist."

Another of the party is very bald, and when he came out of his den wearing his little old bathing clothes and bareheaded, one of the hired connoisseurs, whom Senator Bradley employs to look after the morals of Asbury, said to him: "Say, you can't bathe on this beach in the presence of all these ladies unless you wear something over that head."

After the Meet.

It is hardly necessary to go into an extended account of the meet. Those who were here will long remember the visit, and those who were not should not be made too sorry.

Great credit is due the Asbury Park Wheelmen for the manner in which the details were arranged and carried out.

The handling of such a meeting is no easy matter, and it has been indeed rare that any place has managed it without making mistakes.

A few complaints were made and some of them printed, but the man or woman who went to Asbury with a clear conscience and really meant to have a good time, came away satisfied, and in spite of all remarks to the contrary, the National Meet for 1895 must pass into history as one of the most successful ever held by the L. A. W.

Every member was presented with a ticket good for one bathing suit and use of bath house for each day of the meet, and most of them enjoyed the privilege. The racing was good and well attended; the water carnival and fireworks interested everybody. A yacht was in daily attendance, and the price of a sail consisted only in the showing of an L. A. W. ticket.

There must have been a lot of other good things but I am too tired and sleepy to think of them.

STERLING ELLIOTT.

P. S. I may try it again.

DENVER DEVILTRY.

When the president of the L. A. W. failed to visit Denver during the 1894 meet he evidently missed a good thing.

Those in the east who took the long trip reported favorably on it, and now that we have seen the Denver contingent at Asbury Park it is easier to appreciate what the far western meeting was like.

Our Denver brothers and sisters showed up on the Jersey coast to the extent of about eighty, dressed in white duck and apparently in good health. They took the first prize for appearance in the parade, and then proceeded to take every thing else that wasn't nailed down.

It is but just, however, to say that they were ably seconded, and in some cases lead by the (supposed to be) more cultured citizens of the effete east.

If the "welkin" ever rang, or was wrung, harder the writer didn't know it.

Good nature prevailed, and the boys refused to destroy property even in the most trying part of the "festivities."

The most interesting single case of hilarity was when they hauled an old lion cage down town from its resting place on the "board walk" and placed in it a large gilded lion. The labor involved in this scheme may be best understood by the fact that the axles which support the heavy iron cage had not been greased in eighteen years. The noise made by its revolving wheels on the rusty axles at 3 o'clock A.M., is easy to remember.

A large, heavy life boat was dragged nearly half a mile and made fast by a rope to the Ocean — hotel.

It was a common thing for two or three stalwart bathers to seize some well dressed friend and bear him aloft out into the breakers, keeping him, of course, up out of the wettest of the water.

Ex-Treasurer Brewster had an experience of this kind, during which he promised his persecutors more things than he could hope to deliver in a hundred years, if they would once more put him on dry land, which they finally did, not forgetting to remark on the aversion some people have for water.

The fun for the most part was harmless and was enjoyed by many of the more sedate who could not have been induced to take part in it.

Even Senator Bradley, who, by the way, owns Asbury Park was much pleased at the pranks and laughed heartily when he saw the lion cages down town, and occupied by a very youthful cat and the other containing a cast iron "king of the forest."

It was reported that the mayor of the city helped the boys haul the plunder, but this rumor probably was without foundation. It may have been started by some political opponent for the purpose of injuring his standing before the community.

We are in a position to state positively that

Boyce Tablets Liniment

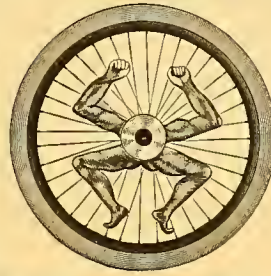
For the training and conditioning of

CYCLISTS and
ATHLETES.



**PROMOTOR OF
SPEED AND
ENDURANCE.**

As a rub-down it lessens the load on the respiratory organs, strengthens the heart action, insures perfect circulation, invigorates and quickens the muscles, corrects and prevents all soreness and stiffness. After severe and protracted exertion there nothing



to compare with it. It is prompt in reducing all fever and swelling. There is no training off or becoming stale when it is used. Form can always be maintained. A condensed salient in tablet form, needs only water to prepare it in any quantity and of any strength for immediate use.

DOES NOT TAKE UP SPACE.

Convenient to carry. A tablet no larger than a thimble contains more genuine witch hazel than is in a quart of the liquid extract. One tablet makes one half pint of liniment. Cheap sixteen pints of liniment. Price, 50 cents per box or six boxes for \$2.50, postpaid. For sale by all druggists and dealers in sporting goods.



and effective. A combination of medicinal agents recognized by the medical profession to be most effective. Put up in metallic boxes, pocket size, containing thirty-two tablets; sixteen pints of liniment.

BOYCE TABLET CO.,

Terre Haute, Ind.

The "best" is none too good for the L. A. W., and every L. A. W. member should have the "Best" Cyclometer.

Ask your dealer to show you a "Trenton."



It will cost you nothing to see one, but you will buy no other after having seen one. It is worth more than its price. **\$2.00.**

Get one of
our
Catalogues
and
read it over.

...

Apply for
1896 Agency
now.

541,811

That's the number !!
of the patent
just issued
on the

There can be
more
Fowler Bicycles
sold

Fowler Truss Frame.

with the same effort
than any other make
because it's got the
points — good points —
that are talking,
selling, and practical
points.

Hill 
Cycle Mfg. Co.,

148 W. Washington Street, . . . CHICAGO.

Mayor Ten Broeck was not with the gang. He repeatedly offered to do anything in his power to help the wheelmen, but on this particular occasion help was very plenty, and the mayor was not called up.

THE GREAT RIDGE ROAD.

BY CHARLES PEREZ MURPHY.

THE Flower City" is the title affectionately conferred, by its residents, upon the most beautiful, most enterprising and most highly cultured of all the cities of western New York. And Rochester, the county seat of Monroe county, well deserves its name of "Flower City," for many persons, after traveling extensively, both at home and abroad, have returned to Rochester, to make it their permanent residence, and these same people have declared that, for a home, they had found no more delightful spot, in all their journeys.

Rochester owes much to its situation; for it lies not only on either side of the Genesee river, and in the midst of a "rolling," attractive and highly fertile expanse of country, but the city forms the point of juncture of three celebrated historic regions,—the "Genesee Valley," the "Lake Country" and the "Black North."

No river valley in American, unless it be the famous Valley of the Mohawk, is more replete with interest, or richer in historical and legendary associations, than the Valley of the Genesee; in beauty and fertility it resembles a vast garden traversed by excellent roads, and dotted with thriving villages. Rochester is pre-eminently a city of cyclists; indeed, it has long been recognized as the cycling centre of western New York, and a favorite trip for Rochester wheelmen is a "run up the valley," the famous watering place, Avon Springs, Genesee, or some other village, being usually chosen as an objective point. Much of the land in the Genesee valley has been owned, for generations, by the Wadsworth family, whose seat is at Genesee.

To one born and reared, as was the present writer, in the "Lake Region" of western New York, the names of "Como" and "Killarney" have no such fascination as that which is contained in the words "Canandaigua," "Conesus," "Seneca" and "Cayuga." Years have passed, indeed, since I last saw the home of my early youth, but the spell of the woods and of the waters is still upon me, and I believe there is no spot so beautiful, in all the world. And to the touring cyclist the lake region is a paradise indeed. The roads, for the most part, are good and well kept; the scenery, in summer or in autumn, is a superb panorama of unsurpassed and ever-varying beauty; even the waters of the Mediterranean are scarcely bluer, or more clear and limpid, than that of these fairy lakes, lying amidst dense woods and verdant meadows; and when the cyclist wishes a change,

You carry about you a watch, a knife, matches, and various other handy things. Do you carry Redding's Russia Salve? Better leave all the rest at home, rather than not carry Russia Salve. Quick relief from pain and danger in many kinds of accidents—cuts, burns, bruises, sprains, punctures, etc. Your druggist will sell you a box of it, today, for only 25 cents.

STOLEN. A Union Crackajack bicycle No. 13,401; from front Youth's Companion Bldg., Boston, 4.30 P. M., July 12, 1895. High frame, wooden rims, right pedal bent, Hunt saddle, one buckle gone off tool bag, small ratchet bell, rat trap pedals, N. Y. tires, nut gone off chain bolt. Reward for recovery. K. F. HARRIMAN, 5 N. Chas. St., Baltimore, Md.

STOLEN. From corner Dartmouth st. and Columbus ave., July 10, 1895, a Lovell diamond, model 24, 1895 pattern, No. 25,385, geared to 68. It was fitted with League tires, Hunt saddle, bell and cyclometer. A suitable reward will be paid by D. JACOBS, 88 Purchase st.

STOLEN. Columbia, model 34, No. 13,368. Wood rims, Butcher cyclometer. Owner, GEO. B. YARD, 158 W. 81st st., N. Y. C., L. A. W. 44,850.

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MASSACHUSETTS

1895

SUMMER MEET

WILL BE HELD AT

LAKE QUINSIGAMOND **NEAR WORCESTER**

—ON—

AUGUST 8th, 9th and 10th.

Excursion Rates on all Railroads.

Wheels will probably be carried free.

TO RACING MEN.—No entrance fee will be charged to L. A. W. Members.
A fee of \$1.00 for non-members.

All particulars, blanks, etc., may be obtained from A. O. Knight of Worcester. Mr. Knight is the local member of the State racing board, and will have general supervision of these races.

This promises to be the greatest Summer meet ever held in Massachusetts.

Everything either free or at reduced rates to L. A. W. members.

Two afternoons of racing on the famous

WORCESTER OVAL.

Admission to the grounds, including reserved seat in grand stand free to members.

A HOT BASEBALL GAME

between two nines picked from among prominent Mass. L. A. W. members. Grand stand and all free to "our people" only.

Each man of the winning nine will receive a substantial prize.

(The Chief Consul will appoint two good men for captains, and they will "choose sides.")

There will be a boat race and a canoe race, also a swimming match open to Mass. League members only. Good prizes for each event.

A GRAND DISPLAY OF FIREWORKS

and balloon ascension on the lake. This will be an important feature of the meeting.

An elaborate amateur theatrical performance will probably be arranged for (definite information later).

A GRAND WHEELMAN'S BALL

will be held on one of the three evenings.

Repairing Free to L. A. W. Members Only.

Mr. Spear of Worcester will run a repairing tent near the lake, and will make all minor repairs for League members free of charge.

LAKE QUINSIGAMOND

is one of the finest inland lakes in the world. It is over six miles long, and contains numerous beautiful wooded islands.

It has a fleet of eleven steam yachts and innumerable smaller craft. Lake trips half-price to L. A. W. members.

Its shores are lined with handsome club houses, picnic groves and hotels. Ample room in these groves is offered free to wheelmen for camping purposes.

There will be a souvenir badge presented to each attending member.

In addition to above the committee expects to arrange for running, jumping, and other contests to be announced later.

Don't fail to come and don't forget to bring your L. A. W. ticket.

Per order of the GENERAL COMMITTEE.

one of the pretty lake steamboats will carry him and his wheel to the next village which he may have chosen as a convenient halting-place.

Not to know the Ridge road is to confess yourself a stranger to northwestern New York. The Ridge road is a work of nature, and it has had a far greater and more important bearing upon the history and settlement of the country than that of its majestic neighbor,—that other marvel of nature,—the falls of Niagara.

Beginning at the Niagara river, near Lewiston, the Ridge road extends eastward for more than a hundred miles, on a line nearly parallel with the southern shore of Lake Ontario. It is a magnificent thoroughfare; of unusual width, commanding in situation, and always in perfect condition. It ranks, easily, among the great roads of the world.

And the Ridge road is entirely the work of nature; all men have had to do with it has been to keep it up to the standard of excellence at which nature left it. A great natural road is a far from common thing, and it was nothing less than phenomenal that, ages ago, nature should have prepared this great highway, along a route where, in years to come, a road would be indispensable. There are several theories regarding the origin of the Ridge road, but it is generally believed that, in some far, prehistoric age, the waters of Lake Ontario extended inland several miles further than they do at present. Just what change of geological conditions caused the waters of the lake to recede will not be known; there is good evidence, however, that they receded, leaving a distinct and permanent reminder of their former boundary, in the great ledge now known as the Ridge road.

"The Ridge," as it is briefly termed, is from three to eight miles from the present shore of the lake: on the south, the land slopes gradually upward, and the road is bordered by splendid farms, and passes through many villages; on the north, it descends, often quite precipitately, to the nearly dead level which lies between the road and the lake. The cyclist pursuing his way along the "Ridge," overlooks this extensive region, which has been known for generations as the "Black North." The origin of this name is referred to two causes: One, the exceeding richness of the soil, throughout the section lying between the Ridge road and Lake Ontario; the other, the fact that, until within a few years, comparatively speaking, the greater part of this section was covered by the original forest; hence, to the traveler who viewed it from the Ridge road, the whole country presented a uniformly "black" appearance.

The writer has made many a journey over the Ridge road, and recommends it, most cordially, to the touring cyclist. Indeed, the cyclist who should visit Rochester and miss, at least, a short run on the Ridge, would make a grave omission. From Rochester, a handsome boulevard extends to the port of Charlotte, eight miles distant, and,

almost exactly half-way, the boulevard crosses the Ridge. Both the boulevard and the Ridge road are among the favorite runs of the Rochester cyclist.

Rochester lies in the midst of one of the finest agricultural districts in the world, and the people of this section are quite "advanced" as regards the subject of road improvement; even in the most rural localities, the "path-master" is a person of conspicuous importance, and the highways receive periodical and systematic care. As to the Black North, it has been well termed a cyclist's paradise; for not only is the country almost uniformly level, but, the soil being almost wholly free from stones, the roads are really superfine.

A TEST OF THE BICYCLE FOR MILITARY PURPOSES.

BY ARTHUR P. STANLEY-HYDE.

LIEUT. HUGH D. WISE, 9th U. S. Infantry, completed on June 12th, a very remarkable ride from Madison Barracks, Sackett's Harbor on Lake Ontario to Governor's Island, New York harbor, on a nineteen pound wheel, in three days and a half, the distance being 397 miles, but the actual distance covered, owing to losing the road, being 418 miles, as indicated by the cyclometer.

The object of the ride was to determine the value of the "silent steed" for sending messages



in time of war. Lieut. Wise had no physical preparation or training whatever for this ride and during the eighty-four hours he was on the road, fifty-four of which he was on his wheel, he took but six hours of sleep, and yet, on reaching his destination, was not much over-fatigued. This speaks very well for the system of physical training at

West Point, from which Lieut. Wise graduated one year ago.

At 5.05 o'clock Sunday morning, June 9th, Lieut. Wise with Private Weed, 9th U. S. Inf., who was to accompany him as an orderly, received a despatch from Lieut.-Col. Jacob Kline, commandant at Madison Barracks, to be delivered to the adjutant-general of the department of the east at Governor's Island, and ordered to "proceed with all possible haste consistent with the object of the experiment, bearing in mind that arriving in good condition would be preferable to great speed, followed by exhaustion."

Thirty-two pounds of baggage were carried on each wheel, that being the weight of a soldier's rifle and accoutrements in heavy marching order, and consisted of extra clothing, tool bag and concentrated food, such as beef extract and malted milk. Lieut. Wise wore the new regulation forage cap which he found to be exceedingly comfortable, while Private Weed wore the campaign hat. Both men wore the regulation campaign uniform with leggings.

The first stop was made at Booneville, where dinner was obtained, and, after a short rest, they proceeded by the way of the old Post road through Rome and arrived at Utica at 6.50 o'clock, where they remained over night. During the latter part of the day, the foot hills of the Adirondacks were crossed, which made the road very rough and hilly.

The pair left Utica at dawn of June 10, but, mistaking the road, they rode about ten miles out of their way before discovering their error, and were forced to return to Utica. A second start was made, this time by way of Herkimer, and arriving at Fonda, they were obliged to make a stop owing to the heat of the sun.

The route from Fonda through Amsterdam to Schenectady was along the towpath of the Erie canal, where, owing to the level character of the road, very good time was made. At Schenectady they returned to the post road, but the excessive heat of the sun and the extreme dryness of the road compelled them to make another stop at a road house. After a short rest, Lieut. Wise and his companion continued on to Albany where they arrived on June 11th. They had only time for a brief stop for rest and refreshment, and then proceeded by the New York and Albany post road down the Hudson, passing through McKinsterville and Stockport and arrived at Hudson at 10 o'clock in the morning. At Blue Stores the sun's heat again compelled them to stop, and leaving there at 3 o'clock P.M., they started for Poughkeepsie but, before they had ridden ten minutes, an accident occurred which forced Private Weed to drop out and Lieut. Wise proceeded alone.

It was at Claremont, and the officer was setting the pace, riding along the left side of the road, while the orderly was about ten yards in his rear on the right side. At the time, they were overtaking a wagon going in the same direction, when

as Lieut. Wise shot by, the horse shied over to the right and Private Weed being unable to get out of the way in time, ran his front wheel in between the wheels of the wagon, which of course threw him, and the rear wheel of the wagon passed over both of his wheels, completely wrecking the machine.

Lieut. Wise, seeing that the wheel was beyond immediate repair, ordered Weed to take the train for New York and report to the post adjutant at Governor's Island, while he proceeded to Poughkeepsie, reaching there at dusk. Fishkill was reached at midnight and Garrison at daybreak of June 12th, having been obliged to ride all night owing to the delays caused by the heat and the accident to Private Weed's wheel.

Five miles below Garrison, the worst hill of the journey was encountered, and fortunately for him, he struck it in the daytime. Had he come upon it at night, the chances are, not knowing the road, he would have lost control of his wheel and been seriously hurt.

Peekskill was reached at 9 A.M., and he was delayed four hours repairing an injury to his wheel, maliciously caused by some one while he was eating his breakfast.

Leaving Peekskill at 1 o'clock P.M., he proceeded down the river through Sing Sing, Tarrytown, Irvington, Dobbs's Ferry and Yonkers and arrived at Kingsbridge at 6.30 P.M., where he was met by a local wheelman who piloted him through the city to the Governor's Island ferry, at the foot of Whitehall street, where he arrived at 9 o'clock P.M.

Lieut. Wise says he remembers nothing of the last part of his journey, from Tarrytown to Kingsbridge, he only knows he got there.

The next morning, June 13, Lieut. Wise reported in person to the adjutant-general and the general commanding, for inspection of his wheel and baggage. General Miles, who is an ardent believer in the bicycle for military purposes, complimented the young officer on his work and expressed himself as being highly gratified with the result of the experiment.

Lieut. Wise, in speaking to the writer, modestly said: "I consider it no better than the average. We were not troubled with rain, but the roads were so heavy with dust, sun and rocks, that a rain would have helped rather than retarded my time. Over the whole distance the roads were hilly, crossing the foothills of both the Adirondacks and the Catskills, and the weather exceedingly sultry, so that we were choked with the dust and burned with the sun. Therefore, I believe that this trip may be considered a fair criterion of what is to be expected of the bicycle under ordinary circumstances. Regarding the bicycle, I was perfectly satisfied with the machine, forcing it through the roughest roads without slackening my gait, and heavily loaded as it was with dead weight. It is a mystery to me how a nineteen pound wheel could stand the strain as it did, without an accident due

to the riding. Of course the accident to Private Weed's wheel is one that may happen to the strongest wheel."

The manufacturers were so much pleased with this test of their wheel that they presented Lieut. Wise with a brand new one.

Lieut. Wise is the son of General John S. Wise, a prominent lawyer of New York and formerly United States senator from Virginia. He received ten days' leave of absence on account of his ride.

Private Weed was very much disappointed at not being able to finish the ride with his chief, so arrangements have been made for him to make the return journey, when he will try to lower Lieut. Wise's record.

SERENADE.

BY GORDON KENT.

Sleep, sweet-heart of mine,
Peace in thy reclining!
'Round thee angels twine
Wreaths of love's designing.
On thy placid brow—
Virtue garlands laden—
Starlight falls, and thou
Art beloved, O, maiden!
Night birds fondly calling,
Crystal dewdrops falling,
Timid shadows creeping
Hush! my love is sleeping.

Sleep and may sweet dreams
(All thy slumber thronging
'Till the daylight gleams)
Fill thy heart with longing
For a lonely fellow
Sitting here awake,
In the moonlight mellow,
Singing for thy sake:
Night birds fondly calling,
Crystal dewdrops falling,
Timid shadows creeping,
Hush! my love is sleeping.

FROM BOULOGNE TO PARIS.

BY REV. W. W. CURTIS.

WE left Boulogne for Paris by express train, and of course anticipated the trip with a good deal of interest, as it was to be our first experience in European railway travel. Arriving at the depot, all our baggage, except that which we took with us in the cars, was weighed, and a charge was made for carrying it. The wheels were weighed in the same way, and all were labeled for Paris, no check being given.

Those who attended the Columbian Exposition saw English cars and know how they are constructed. For the benefit of others, I would say that the cars are divided up into a number of compartments, which run across the cars. In these compartments the passengers sit, facing one another. Each compartment will hold ten people,—five on a side. The passengers enter at the side of the car, by a door which is very much like that of a stage. A window in it can be let down, like

the window in a carriage. The partitions between the compartments extend to the ceiling of the car, allowing no communication between passengers in the different compartments. There are two tiny triangular windows near the ceiling, just big enough to peek through and see the people next you. Hanging down near these windows, are two rings, which you pull to stop the train, in case of necessity. One of our young men, unable to read the French sign which says that to unnecessarily pull the bell renders one liable to arrest, pulled on the ring and stopped the train. The first thing we knew, a voluble and angry guard was at our door, demanding fiercely who it was that rang the bell. We told him—in very bad French, I presume—that it was not we, and he moved on. It makes one feel queer to be in a land where all the signs are in a foreign tongue, and many of the customs are unfamiliar.

There is no conductor on a French train. He could not get through the cars. You present your ticket, and are admitted to the car, and you give up your ticket as you pass through the gate of the



station on leaving the train. No bell rings on the engine, and we are told that a locomotive bell is unknown on the Continent. The whistle blows in a little, soft tone, not unlike a boy's whistle, and very unlike the demoniac screech which we so often hear in the "States." There are grade crossings, but they are protected by gates.

We go second class, by which most people travel in France. The second class is said to be equal to our first class. But while we rode comfortably to-day, I should say that the car was far less elegant than our first-class cars on express trains. I notice that all three classes are represented in the various compartments of some of the cars. From my American standpoint, I must say that it seems to me an abominable system. It divided up our party, as we could not all get into one compartment, and so, greatly lessened the pleasure of the trip. It renders ladies liable to be shut up with very objectionable companions. It makes no provision for sickness. I prefer the democratic American style. The cars ran with a fairly rapid speed, but it seemed to me not nearly as smooth as on

our best roadbeds. I found it impossible to write while the cars were in motion.

The appearance of the country was strange to us, in some respects. It was mostly level and sandy near the sea. In some places it was marshy, and large piles of black blocks were piled up, which I took to be peat. Trees were scarce and had evidently been recently planted, in many places. The houses were mostly little cottages, one story high, or with dormer windows. They seemed generally to be built with plastered walls, and whitewashed. The roofs were mostly of tile, but were occasionally thatched. They were picturesque, but poor, and I might almost say squalid. I saw very few comfortable looking houses, and should say that the face of the country showed far less of thrift and comfort than an average farming district with us. I dare say that it was not a fair specimen of rural France. Much of it was sandy or marshy, and untillable. Where it could be tilled, I was struck with the fact that the patches of wheat or oats were very tiny. Here is a little piece of wheat, half an acre, perhaps, and next a tiny patch of oats, or some other crop. It seemed



like a kind of lilliputian farming. I suppose it is explained by the fact that the farmer does not own the land which he cultivates, but rents only a few acres.

Women were at work in the fields, a painful sight to the American eye. It seems as if the most primitive methods were in use. Haying was begun, but I saw no mowing machines. The grass was cut with their funny old scythes, and carried in on lumbering two-wheel carts, like an ox cart, to which two horses were hitched, one in front of the other.

One very noticeable feature of the landscape was the flowers. Roses are abundant, many of them growing on rose trees. Many of the fields are brilliant with the scarlet blossom of the poppy, together with a bright blue blossom. This gave the red and the blue, and I wished that the daisies might have been there, so as to give us the red, white and blue.

We reached Paris a little before noon. I have been here some ten or twelve hours, and I am free

to confess that I have already fallen in love with the capital city of France. And why should I not? Gay, bright, beautiful Paris, the most brilliant and charming city in the world! It is no wonder that all the world admires it, and that the Frenchman almost worships it.

It was a strange kind of carriage on which we came to our hotel. It is heavier than ours at home, and carries our trunks on top. A little ladder is put up to the roof, and the trunks are piled on. A railing holds them on, besides which a long rope ties them securely.

It seems as if baggage smashing is a lost art here, if it ever has been learned. I wish that some of our American baggage smashers could see the way in which trunks are handled here. To my astonishment I see them carefully handled, as if they might break. Not only our trunks, but our bicycles were put on top of the carriages. The wheels were most tenderly handled, and carefully tied. Having occasion to buy a trunk in Paris to-day, I found that the trunks offered for sale were made light, rather than strong, as weight has to be paid for, and strength is not needed as much as with us. Many of them were made of wicker work. It is needless to say that I did not dare to buy one of that kind, but got the strongest I could.

BOYS AND BICYCLES.

ONE of the most important questions suggested by the coming of the bicycle is, what influence is its very general use likely to exert on the boys of the land? For after all, the boy is the most important factor in the great problem of civilization. The new girl may come and the new woman develop but the old-fashioned boy will never go entirely out of style.

"The child is father of the man," Wordsworth says, and he enjoys the reputation of being a very correct observer of people and things. Mr. Pope remarks that

"'Tis education forms the common mind:
Just as the twig is bent the tree's inclined."

But everyone understands how necessary it is to have boyhood surrounded with the proper influences if we wish manhood to show at its best. Hence any new factor of so much importance as bicycling is to boys must be of much interest to the students of men and morals.

As a matter of fact, the boys of to-day are not so altogether hopeless as some of the remaining boys of other days might lead us to believe. Talk with the well-matured men you may meet and the most of them will try to convince you that something should be done right off for the moral improvement of the generation that is just now growing up. And, no doubt, they are correct. And the same thing was true when they were boys. It does sometimes seem as though the boys of to-day are permitted to jolly along in a

happy-go-lucky manner quite different from what their grandpas' did, but conditions change and customs must change with them.

It is sad, but seemingly true, that the average boy of today hasn't the opportunities for making a distinguished man of himself, that were enjoyed by the old-timers. With scarcely an exception these older men with whom you converse were the sons of widows, if indeed they were not total orphans. Just why these good men who have lived to tell us about it for so long, should have almost invariably lost their parents, at so early an age, has never been clearly explained from a physiological point of view. From a moral and literary standpoint we realize that it was almost necessary to have the parents die in order that the deeds of their orphaned sons might make a more conspicuous showing in Sunday-school stories.

Another point of similarity with many of these men is that when they were boys, if they had a mother at all, she was always an invalid whom they had to support by some such cheerful drudgery as digging wells or chopping cord-wood. No one ever heard of one of these old boys having been shrewd enough to secure a "soft snap" job during his youthful years.

Not one of these self-made men has ever been known to confess that his mother was strong enough to lift a pail of water or a note for \$4. Yet at some time these mothers had all acquired very large families of very small children, all of whom were younger than the son it is your pleasure to converse with. He is invariably the oldest child and the one who had to support and educate the other children until they reached maturity, besides caring for the invalid mother. If there ever were younger and dependent brothers and sisters, as of course there must have been, none of them ever grew up. Only the oldest son has been permitted to stay with us. From the time he was eight years old, he, by the labor of his own hands, managed to provide for all of his brothers and sisters, and to give each of them a classical education, and to bestow upon his mother a cozy cottage in which to spend her declining years, while he went out into the wide, windy world to begin life anew.

None of these men who had large families prematurely thrust upon their hands, and for which they were in no wise responsible, ever received for their services, while youths, over \$4 a month or fifty cents a day during the harvest season, and many of them, after having worked a long while for some rich and haughty man, were finally cheated out of their hard-earned pittance.

These men, when they were boys, so we are told, used to have to get out of their straw beds very early in the winter mornings and, oftentimes barefooted, wander through the snowy woodland in search of fuel with which to kindle the fire whereby the widowed mother could provide the scanty morning meal, though in some instances

this poor boy had to do the cooking for the entire family. Just why they did not provide this wood for winter use at some previous time before the snow was four feet on a dead level, has never been explained in a prudent, businesslike way. However, the picture of the barefoot boy shivering about through the snow gathering fagots, makes a taking subject for illustrating the opening chapter of "A Self-Made Man, or the Champion Liar of Hickory Run."

Though petroleum has been in general use as an illuminant for many generations, one can still find many men who acquired all of their education by the light of a pine knot or a tallow candle. We are unable to state why they did not light the gas. Some persons still pine for the pine knot. We do not.

None of these boys who became self-made men were healthy youths. They were always afflicted with a spinal or lung trouble, by doing such work as quarrying stone or splitting rails they managed to increase their strength and their fortunes at the same time.

Their little, humble cottage home was always hard by the mansion of a rich overbearing squire, whose son spurned their homespun clothes and cowhide boots, and said son invariably became a drunkard or went to prison for some terrible crime. He had to do it to make the picture come out right.

In view of all the good things boys used to be let us pause and inquire: Are the youths of to-day following in the steps of their fathers? Echo answers, "Well, hardly! not by a large populist majority." No, we must confess we have none or few such boys to-day. Yet, ere we censure our boys too severely let us look the question squarely between the eyes and ask ourselves if there are not some mitigating excuses for their shortcomings.

We must frankly admit that many of the boys of to-day are sadly handicapped in their desire to become self-made men. To begin with, many of the fathers of the present day live to attain quite a mature age, thus robbing our boys of the opportunity of caring for the family until they acquire one of their own. Then again only a small percentage of the boys of to-day are eldest sons and nothing but eldest sons cut any figure in the self-making business.

And, too, the mothers of to-day are, as a rule, quite healthy and are seldom widows—for a very long while—thus making it almost impossible for a son to distinguish himself as a precocious family supporter. Even if the mother is a widow she very likely gives lessons in Delsarte, music, painting, or she is a stenographer, or writes a novel or goes on the stage, or manages a bank or a newspaper.

The boys of to-day, if they do not live in a steam-heated home, usually split the kindling and fill the wood-box the night before. They also

get the most of their education by daylight, and finally, wed girls who have money enough to support the family for several years, even with a total failure of crops.

So what chance is there now-a-days for a boy to become a self-made man? None whatever. There isn't anything for him to do, and probably the best thing to keep him out of mischief is a bicycle. Viewed in this light the bicycle may be considered a great blessing. It may never produce a self-made man but it will keep thousands of just so-so boys from going to the utter and everlasting bow-wows. There is still a faint thread of hope. Let us hang to it with the same commendable example of persistency with which cockle burs cling to a cow's tail.

THE PERFECT DAY.

BY NIXON WATERMAN.

The dawn an amethyst. The noon a pearl set round with gold,
The eve an opal changing to a ruby warm and bold.
The night, with diamonds in her hair and on her brows and breast,
Her moon-ringed finger made a wand to charm a world to rest.

O gracious morn! O golden noon! O matchless eve! O night
Whose stars from a diviner sky gave a diviner light!
O day of days, within my heart of hearts I still enshrine!
That morn, that noon, that eve, that night, she wreathed
her love with mine.

UP THE CONNECTICUT VALLEY.

BY "SPROCKET."

NO pleasanter two days' ride can be taken than up the Connecticut valley from Springfield, Mass., to So. Deerfield, on the west side of the river, returning on the east. The distance is about seventy-five miles and *can* be done in a day but it is best to take it leisurely and see everything in two days.

Starting from Springfield, cross the north end bridge, then turn to right along the river road to Holyoke, then across the county bridge to South

Hadley Falls, turn to left second corner, direct. At Mt. Holyoke seminary is a rather tough hill to be climbed, but there is a good side path on left. Past seminary take left fork and direct, side path on right. About two miles further is High Rock



where the road is cut through a huge boulder. A little further on is the road to hotel on Mt. Holyoke, (see sign board). It is about a mile to stables where you can leave your wheel and go up on the elevator to the summit and see some of the finest scenery in Massachusetts.

At stables coming down take the other road, which is about a half mile to the main road, where turn to right, direct along river to North Hadley. Here take side path, direct to Sunderland, about five miles. At Sunderland cross the Connecticut on iron bridge and left fork, around Mt. Sugarloaf, and turn to right. About a mile further is the road to top of Mt. Sugarloaf. Wheels can be left at farmhouse below.

At So. Deerfield, two miles, is the Bloody Brook House, the League hotel, which is a good place to stop over night.

On the bank of a little stream here known as Bloody Brook is a monument in memory of eighty young men, "the flower of Essex," who fell in an Indian massacre, 1675. Their bodies were thrown into the brook, which is said to have ran blood for several days.

Next morning go upon Mt. Sugarloaf if you want a fine view. By going down a narrow path near the edge can be seen the "Indians' chairs," which are seats hewed out of the rock, where the Indian sentinels used to watch the settlements

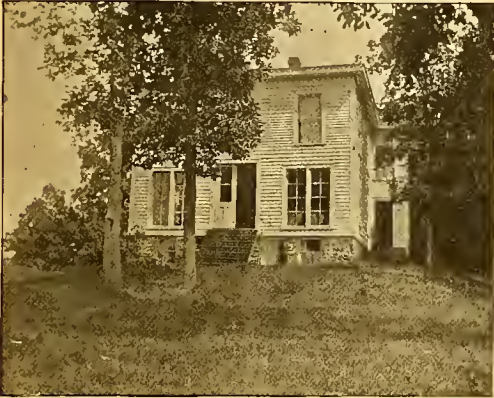


below. There is a hotel on the top called "Mt. Sugarloaf House."

Returning, take right fork at the end of mountain and follow telegraph poles through North Hatfield and Hatfield. About three miles past Hatfield is Laurel Park, where the camp meetings are held in August. The road from there to Northampton is splendid, and makes up for the sand before it.

At Main street, Northampton, turn to right, to iron bridge, and turn to left, direct along railroad to Mt. Tom station.

If you are not tired of mountains, here is Mt.



Nonotuck. A stage runs to the hotel on top, where they have a menagerie.

At Mt. Tom station cross the track and turn to right side path at Smith's Ferry to Northampton street direct, which runs onto river road, same as coming up.

AN EXAMPLE OF PATIENCE.

BICYCLERS should cultivate a spirit of patience. The slowness with which many people are waking up to the rights and the importance of the wheel is indeed exasperating. But don't get restless. Some of those days the whole people will recognize the bicycle in its true light and will happily accord to it all of the praise and privileges it so richly deserves.

In the cultivation of a patient spirit it is well to select some shining example of a spirit of that sort, to pattern after. All things come to him who waits, but it is to be regretted that in many instances he is dead when they arrive. But, anyway, let us be calm, forbearing and patient.

In selecting an example of patience to pattern after it is very probable we could not find a better subject than the Prince of Wales. As an all-around, long-distance waiter he has established a record that no one could hope to surpass. No doubt the prince himself regrets that he has done it, but as much of it has been entirely unintentional on his part he should feel no prickings of conscience in thinking of it.

Mr. Gladstone recently announced that he is out of public life for good and for "keeps." If Queen Victoria is the kind and thoughtful old lady some of her next door neighbors, with whom she exchanges cookies and fried cakes on baking day, say she is, she will certainly discover in Mr. Gladstone's example a hint which she herself might act upon, to the great joy of a certain member of her own family, whose name is here withheld for obvious reasons. Mr. Gladstone has certainly set a most commendable example. If the older people never die nor resign, the rising generation might as well not try to rise because it stands a mighty poor chance of ever getting up to the top, where it can look the world squarely in the face and really pretend to be somebody.

As a clinger Queen Victoria has been extremely successful. She accepted her present position on June 20, 1837, on which day her uncle, William IV. of England, kindly and considerably died, thus giving her an opportunity to distinguish herself; an opportunity which up to the hour for going to press, she seems quite loath to extend to others.

There used to be a time when men who had become known in their communities as correct observers of the natural happenings in the course of human events and episodes, dared to presume that the queen would eventually give up the reigning business and devote her attention to something else, but these men have gone the way of all presumers, and the queen is still blithely doing business at the old stand at the northeast corner of the public square, two doors north of the Pioneer blacksmith shop. There are no certain indications that she ever intends to quit.

For a throne said to have been tottering when she took it, she has done real well in holding it down so steadily ever since. Yet it cannot be that the queen clings to her present position merely for the salary there is in it, although, it must be confessed, the envelope she gets every Saturday night is what the Greeks would term a "Jim dandy."

To us simple-minded Americans who fancy that if we have one suit of clothes for Sunday wear and one for week days we are pretty well fixed, it does seem as though the Queen draws a larger salary than her services are really worth. As we understand it she has good hours, seldom working over eight a day, and is allowed her regular stipend for legal holidays, on which occasion she is permitted to take off her crown and rest her tired head, while her kingdom sort of runs itself. After all she has a good deal on her mind, no doubt, and a pretty big family to support, and being a widow lady, the chances are she deserves all she gets. Still we believe we know of a party who would undertake to discharge her duties of state for ninety-five per cent. of the pay she gets, and in addition to her regular tasks, would also be willing to assist in the work of sweeping and dusting the entire flat.

The queen is said to be very kind and indulgent toward her children, but she is certainly not very thoughtful. Her oldest son has been waiting patiently for a crown since he was a pretty little boy in kilted skirts, and she must have known it all along. This boy, who for somewhat over a half a century has been referred to as the Prince of Wales, has been trifled with longer than the average man would stand it. Scores of times, so we understand, he has been almost persuaded to give up the prospective king business and go to driving a street-car or conducting a temperance billiard parlor, but hope has told him to brace up and hang on just a little longer. He is only about sixty, so there is lots of encouragement for him yet. Still he must realize as he reflects on the brevity of life that the most of his future is in the past. Compared with his mother's long reign he can never hope to enjoy more than a brief shower. If he doesn't live too fast—and that's just it!—he may yet outlast his royal mother, who clings to the throne with the same persistent tenacity with which beggars' fingers adhere to a fuzzy picnic dress.

As a matter of course the prince is just dying to be king, but his mother isn't just dying to let him. The prince is placed in an embarrassing position. He cannot say that he wishes to be king without indirectly expressing the hope that his mother will abdicate the throne or quit the realm entirely, and so he affects the same indifference toward the crown that a woman does for a pretty dress she coldly passes on the street and then looks back at over her shoulder till it finally disappears around a corner.

But we betray no confidence when we say that the prince wants the crown awfully bad. He must be a very patient man, and it would seem as though he might win distinction as a chess player, having learned somewhat by observation how a king may be checkmated. Having waited fifty years for a crown he certainly cannot become impatient when he now has to wait five minutes while the princess is trying to get her hat on straight.

Had His Royal Waitness years ago been wise enough to have paid a fortune teller, who can read the hand and tell how things are going to pan out, fifty or seventy-five cents, or even a dollar, and have learned how long he was going to be compelled to hang about the dining-room door and eat at the second table, he might have got a job at some light, genteel work, such as man-milliner or braking on a railroad, and by this time he might have saved up enough to buy a cozy home and furnish it on the easy instalment plan.

This waiting for a ready-made position is awfully unsatisfactory. The prince knows it as well as anybody, but he has hung on for so long he is afraid to go at anything else for fear folks would give him the gleeful "ha, ha!" Besides, he so

fully expected to engage in the king business that it never once entered his mind that he ought to fit himself for other walks in life. If he had gone to a good night school and acquired the rudiments of a practical business education, he might now be filling a position which, though it might not make him independent, would so occupy his mind that he would not have so much leisure to get into mischief and his morals might thus have averaged, one year with another, five or ten per cent. better.

But when we consider everything we are forced to admit that the prince is a real good sort of a character. You take a man who for years has been standing around, first on one foot and then on the other, hopefully waiting for the doctors to bring him bad news, and not enough bad news in a quarter of a century to glad the heart of a canary bird, and it is no laughing matter. It is quite enough to drive one to cigarettes. And while they say "a divinity doth hedge about a king," that doesn't prove that a prospective monarch may not smoke cut-plug and drink gin-phizzes and come home with the boys in the morning, just the same as though there wasn't a divinity within a thousand miles of him. We don't know that the prince ever did this. He has never done so when we were present. And the queen, God bless her! May she live on and on; but, candidly, somebody ought to tell her on the strict q. t. that her boy is waiting outside and wishes to know if she won't please to abdicate just a little bit. Come to think of it, it might be well if some friend of the prince were to send the queen a marked copy of the *L. A. W. BULLETIN*. Of course this is a matter foreign to us, but we wish to see fair play between man and man everywhere, and unless something is done for the rapidly-aging prince, pretty soon, we would suggest this change in the national hymn of the "tight little isle:"

God save the Queen! Oh, yes!
And all her kingdom bless:
Her guns, her sails.
May she beguile the grave
And Father Time outbrave,
The while we sing "God save
The Prince of Wales!"

ONLY A GUESS.

I cannot say that it was so,—
There may have been no osculation;
The hall was very dark, you know;
I simply heard the exclamation
She made—'twas just before his going,—
"Oh, Jack, how your mustache is growing!"

ALSO A TIRED FEELING.

Those who would seek a mountain peak
Where coolest winds are stealing,
Must all confess that they possess
A sort of Alp-pine feeling.

If the road is good a horse will pull all day
But if it's bad he'll tell his driver, "neigh!"

THE BLACK-AND-WHITE GIRL

~ NIXON WATERMAN ~



must have seen her Holy smoke! but isn't she a sight,
This child of those artistic minds, this dream in black and white?
No lazy grays, no useless lines, but color in a chunk,
And when you view her picture it comes back at you "kerplunk!"
If you have ever met her, then the thought you can't discard,
For when this dazzler smites you, she smites you mighty hard.
It's quite enough to put one's red ing senses in a whirl



To look upon this



Will it



Bradley,



Aubrey Beardsley girl

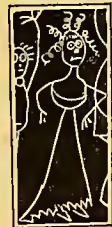
She's "unconventional,"
In fact she differs

well, yes,
greatly



to quite
from all
like so gentle

a marked degree,
other girls we see.
and polite,



For while they
This girl slams down the law to us
But say we rather like her as she
And shouts "Ah there! I've got you!"
She's a stunner clear from Stunnersville, and he's a sorry churl
Who isn't interested in the Bradley-Beardsley girl.



in just plain "black and white,"
stands out on the page
It's no wonder she's the rage.



DIARY OF A SUMMER GIRL.

At eight I breakfasted with Jack;
 Poor boy, he thinks we'll wed;
 I'll have to wreck his hopes, alack!
 When summer days are fled.
 At nine I drove with Richard, who
 Was anxious to propose;
 I'll make him very sorry, too,
 When summer's at a close.

At ten I strolled with Algernon,
 Who fancies we're engaged;
 And at eleven rowed with Don,
 Who dreams he has me "caged."
 At twelve I chatted with Leroy;
 His brain is in a whirl:
 He doesn't comprehend, poor boy,
 The modern summer girl.

At one o'clock I lunched with Ben;
 At two I sang with Brown;
 I'll treat them both as strangers when
 We meet this fall in town.
 At three, with Mr. Gillidream
 I strolled along the shore,
 And ate three heaping plates of cream
 With Mr. Jones at four.

At five I had a chat with Frank
 Whose heart is in a fix;
 He's such a real persistent crank,
 I told him so at six.
 At seven dined with Gray, and then
 At eight the dance begun,
 Where I was wooed by seven men —
 Accepted all but one.

And so the days go dragging by,
 Each duller than the rest.
 I've naught to do but wait and sigh
 With lonesomeness distressed.
 I never shall my trunks unpack
 At any place again
 Till I'm assured there's not a lack,
 As here there is, of men.

No one but a monster will thoughtlessly goad
 The overworked horse on the underworked road.

YELLOWSTONE PARK.

"In order to estimate the height of a mountain it must be viewed from a distance."

It is not simply American, it is human, to pay posthumous honors to the memory of the dead rather than to exalt the living.

The truth of these aphorisms is attested by the lives of three men, who, after revealing to wondering nations a secret that had been locked for untold centuries in the very heart of the continent, are content to live without other honor than the satisfaction of having opened a treasure house more richly filled with natural curiosities than can anywhere else be found in an area of the same size upon the globe.

The treasure house is the Yellowstone National Park. The men are its discoverers. Messrs. Cook, Folsom and Peterson, who, led by the spirit of investigation, started on the sixth of September,



C. W. COOK.

1869, from Diamond City (a mining camp, forty miles from Helena), in search of the head waters of the Yellowstone.

They were about to penetrate into an unexplored region, surrounded by hostile Indians. Their way led over heavily-timbered, snow-crowned mountains, through dark, dismal canons, cut by deep, rapidly-

flowing rivers, into a land of enchantment, avoided with superstitious terror by the red man, who gave hyperbolic accounts of a mighty cataract, of almost incredible height, plunging adown a canon whose walls rivaled in brilliancy the colors of the setting sun.

A similar expedition, comprising some of the leading citizens of Bozeman, Helena and Virginia City, with a military escort, had been planned in 1867, but from fear of hostiles and other causes had been abandoned, and only Messrs. Cook, Folsom and Peterson were left of the original party with sufficient pluck and hardihood to carry out the venture.

In reading the daily journal kept by these three men, during their wanderings, I find that they left Diamond City, with such dismal God speeds, as "Good bye, boys, look out for your hair." "If you get into a scrape, remember that we warned you." "If you do come back it will be on foot." "It's the next thing to suicide." Yet in the face of warning, with utter contempt for peril, these men rode into the wilds, provided only with what their horses could carry, no tent, only blankets for warmth, food for several weeks, firearms, a good field glass, cord for measurements and sounding and a spirit thermometer.

The final outcome of their eventful wanderings, whose every detail is fraught with interest, is known to all.

"It is amusing to note, now that wonderland has become the Mecca of the American pilgrim, that when the explorers returned and sent an unexaggerated account of their journey, with its astounding results, to the *New York Tribune* that conservative and reliable paper, considering the account but a figment of a fertile brain, promptly returned the manuscript, positively refusing to print such incredible matter. Chagrined but not discouraged, the article was next sent to Harper, who sarcastically offered to print the report, provided it was fully illustrated with drawings of its

most remarkable features, but otherwise absolutely declining to deal in "marvelous tales and Indian myths, written by unknown authors."

The American public, which loves to be humbugged, refused to believe the truth.

At last the *Lakeside Magazine* of Chicago, printed "the highly sensational and questionable matter."

Three years later, this "fabulous and mythical" country, lying six thousand feet above the sea, encircled by mountains that rise from the midst of ten thousand boiling springs and geysers, into a region of eternal snow, was set aside by government, garrisoned and improved, hotels built, stage roads laid out and the public invited to "wonderland."

The men who paved the way into the National Park were officially accredited as its discoverers. I think their names are mentioned by guide books of the N. P. R. R. But how many pleasure seekers, reveling in the stupendously grand scenery, give a thought to the hardy pioneers who were the first to watch the great columns of boiling water, projected upward with titanic force, rising hundreds of feet, high and higher, the steam ascending, until lost in the fleecy clouds, then the water backward falling, broken into misty showers of spray, and immediately lost to view, swallowed by the open mouth from which it issued, while the clear hot overflow, holding minerals in solution, washes anew the surrounding formation, leaving at each fresh ebullition an unappreciable deposit, which in time to come will effectually imprison the geyser, deep within the walls upbuilt by itself. History but repeats itself and the giver is buried beneath the magnitude of the gift.

Mr. Folsom was born in Epping, N. H., in 1838, where he attended district school. Subsequently he studied at Oak Grove seminary, Vassalboro, Me., and still later became an inmate of a "Friends" school at Providence, R. I. After teaching some time in Maine and Minnesota, a serious lung affection caused him to join the "Fisk expedition," which came into Montana in 1862, in which State he has resided mostly since, following his profession of civil engineer. He has occupied the position of State Senator for four years, and is at present engaged in attending to his large sheep ranches, located in the Smith River Valley, Meagher county.



MR. FOLSOM.

Mr. Charles Cook was born Feb. 24, 1839, at Unity, Me., of Quaker parents. With characteristic modesty he says of himself "If I have helped to carve a State out of

a wilderness it is only by adding one to the number of early settlers."

He was educated at Friends College, Providence, R. I.

Filled with a love of adventure he made his way in 1864 to Denver, from which point he drove a band of cattle to Virginia City, Montana, being captured enroute by Indians on Green River, Wyoming.

Again with tantalizing reticence he fails to give details of capture and escape, only adding that he arrived at his destination in the fall, where he engaged in mining.

At that time Confederate Gulch (the old name for Diamond City) was filled with southern men, accused of riding into Montana on their cavalry horses. In defiance of this element, Mr. Cook and a score of Union men raised the first American flag that ever floated over the Gulch. Those were days when gold was taken out by the "seven mule load" and a "hanging bee" was often the evening's entertainment. The Yellowstone expedition was the outgrowth of Mr. Cook's determination. Both Mr. Folsom and Mr. Cook are quiet, unostentatious gentlemen, avoiding notoriety and exceedingly reticent regarding the Park explorations. The few facts given, Mr. Cook terms "A short history of a long travel." Their co-explorer, Mr. Peterson, seems to have been lost in the lapse of years.

J. H. EMERY.

BOZEMAN, MONT.

To Be or Not to Be.

Oh, if a girl's "red-haired," we're told,
Or has "rich auburn tresses,"
Depends on the amount of gold
Her dear papa possesses.

If tall and slim she's "willowy
And lithe," if he owns banks,
But if her pa is poor why she
Is just a "gander-shanks."

BICYCLE STEALING.

The following from a recent issue of the Jersey City *Evening Journal* would seem to indicate that bicycle stealing will become unpopular in that neck of the woods, if the cases are all brought before the judge referred to.

"Henry Hubert, an 18-year-old boy who was convicted recently in the general sessions court of the larceny of a second-hand bicycle, which he had hired, was sentenced by Judge Hudspeth in the court of general sessions yesterday afternoon to serve two and a half years in the state prison for his offense. This sentence was considered unusually severe, and one of the spectators remarked: 'It's as serious a crime to steal a bicycle in the east, as it is to steal a horse out west.' The indictment set forth that the bicycle was worth \$65. Judge Hudspeth said: 'Men who steal bicycles in this county will find they have a hard row to hoe.'"

The Seaside Plaint.

If men were only here these skies
And seas would brighten to our eyes,
And scenes that seem but commonplace
Would quickly don a new-found grace.
We girls speak lightly of the men
While they are plentiful, but when
They're far away, oh, then we see
Without them what this world would be.

BOOK REVIEWS.

CYCLE GLEANINGS. *Or Wheels and Wheeling for Business and Pleasure, and the Study of Nature.* By W. S. Beekman and C. W. Willis, (Allan Eric). Cloth 50 cents. Skinner, Bartlett & Co., Boston. This work contains a peculiar combination of features that make it of real interest to bicyclers and others. It has about sixty full-page half-tone pictures of the most striking landscape pictures to be found in the State of New Hampshire, making the volume a treasurable work of art. In addition to these are as many more pages of interesting chat about the wheel, and comments and discussions participated in by the members of outing parties. These observations, which are the unique feature of the book, range "from grave to gay, from lively to severe," and treat of everything from shooting stars to theology and the making of puns. As variety is the spice of life, so it is of this book.

The Street Car Ads.

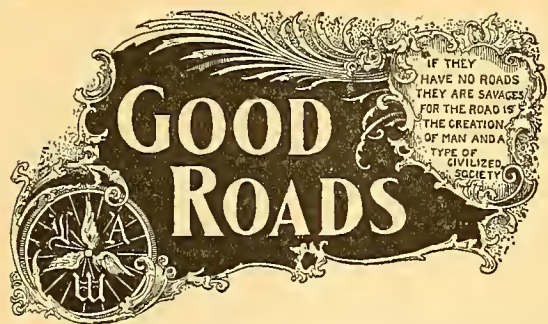
Time was, when truths they wished all men to heed
Were written so that "he who runs may read."
But now we very sensibly decide
To put them where one who reads may ride.

REVERSING AN OLD SAW.

A wide tire ordinance failed to pass the city council of Minneapolis. One of the arguments used against it was that it would be too expensive for business houses using truck wagons to equip them all with tires to come within the limit of the ordinance. This is evidently on the theory that a pound of cure is worth more than an ounce of prevention. In other words, these business men would rather pay a pound of increased taxes for repairing paved streets than an ounce of expense to have paved streets that do not need repairing.

Another point claimed was that it would also be a hardship on the farmers in the vicinity. This shows how much Minneapolis aldermen know about the cost of wide tires on farm wagons. Or if they are posted, they must have strange ideas of what constitutes a hardship. Five dollars, at the outside, will cover the additional cost of a farm wagon with three-inch tires, and if wide tires were adopted by all the farmers in the vicinity of Minneapolis each farmer would save ten times that amount in the first year.

Are the aldermen of Minneapolis still voting for Andy Jackson? — *Farm Implement News.*



MORAL EFFECT OF GOOD ROADS.

THAT noble society that has for its object the prevention of cruelty to animals has found in the organization back of the good roads movement the mightiest ally it was possible to have brought to its assistance.

The good roads movement brought about by the coming of the bicycle, is a vast, purposeful effort for the emancipation of the brute creation employed in the transportation of men and merchandise, from a world of needless and painful abuse.

When we attempt to compute the incomprehensible amount of time and money that has been wasted in trying to convey good loads over poor roads, we are amazed to think that men have been so blind as to thus sadly neglect this most important factor in the upbuilding of good citizenship and good government. And when we think of the innumerable number of dumb brutes that have been whipped and bruised and lacerated by beastly men who have sought to overcome the poor character of their roads by the superior quality of their whips and goads, it almost seems as though the human race should do penance from now until doomsday for the wrongs it has inflicted upon brutes since the dawn of creation.

The moral effect of good roads must be apparent to all who will look at the subject understandingly. In addition to time and money, there has been enough patience lost because of the trials arising from bad roads, to go far toward saving the whole unsaved race of men. Good roads, good morals and good religion are very closely allied. We would not bet much on the genuine goodness of a country church congregation, the members of which compel dumb animals to convey them to service over a needlessly rocky or an almost bottomless mud road. Such a congregation should be told to "amend your ways and your doings," and be compelled to go out in the highways with pick and shovel.

A merciful man is merciful to his beast. "Good Roads" would serve as a splendid text for all the ministers in the land to dwell upon. "The prudent man looketh well to his going," and "A righteous man regardeth the life of his beast."

The good roads movement is home missionary work of a commendable, practical kind. The man who doesn't care where his horse's feet must go should be made to pull the cart until a light dawns on his opaque intellect.

FOR GOOD ROADS.

GOOD roads, good country roads, are becoming more and more a necessity of the day and age. The advent of the bicycle has created a demand for good roads among a class which before its advent had little care for country roads. The probable early advent of horseless carriages will tend to emphasize that demand and will add to the fast growing good-roads army. To the farmer good roads ever have been a necessity, which, alas, he has had in too many instances to get along without. In 1893 the agricultural department of the federal government made an investigation into the road question. The object of that investigation was to secure some reliable information concerning the cost of motive power to farmers and how affected by country roads. The first thing learned was that there were on United States farms 53,393,888 draught animals, of which 14,213,837 were horses, 2,331,627 mules and 36,849,021 oxen, having a total value of \$1,721,535,798. In other words, to do their hauling the farmers of the United States had invested in round numbers 1,750 millions of dollars. That is a pretty large sum; if invested at 5 per cent interest it would produce nearly \$1,750,000 each week. Of these draught animals more than 16,500,000 are horses and mules, worth at a modest estimate more than \$100,000,000. Now, it costs to feed them on an average, one year with another, about \$4,000,000 a day, but what is of greater interest, is the estimate that bad roads cost the farmers \$15 a year for each horse and mule in his service. Taking this estimate as a basis it will be seen that the farmers pay each year for bad roads \$248,182,460. That is, if Prof. Latt's, of Perdue university, estimated cost of reconstructing bad roads over into good roads be taken as a basis, the bad roads of the country cost the farmers enough each year to build 216,564 miles of good roads. If built in a straight line that number of miles of road would encircle the world nearly nine times, and would cross and recross the United States about fifty times. Bicyclists must have good roads if they would have the full enjoyment of their wheels, the horseless carriages must have good roads, and over and above all the farmer more than either must have good roads, therefore if these elements would unite as one insistent and intelligent whole for good roads, no state legislature would dare to ignore so universal a request. — *Herald* (Grand Rapids, Mich.).

Horses have said, since first the world began,
"A hard, smooth road's the noblest work of man."



Boston, July 19, 1895.

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12 PEARL STREET, - - BOSTON, MASS.

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Members of the L. A. W. can do the organization a service by sending to the secretary the names of non-League wheelmen to whom we may send the literature used for recruiting purposes.

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Consuls and agents should draw upon division officers for supplies of application and renewal blanks, and for League literature of all kinds. Postoffice addresses will be found below:

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ARKANSAS.—Chief Consul, Alfred Newhouse, Hot Springs. Secretary-Treasurer, S. R. Jackson, Hot Springs.

COLORADO.—Chief Consul, John A. McGuire, 2519 Humboldt, Denver. Secretary-Treasurer, Harry M. Booth, 1409 Broadway, Denver.

CONNECTICUT.—Chief Consul, Philip W. Westlake, Bridgeport. Secretary-Treasurer, Lester H. Sweet, Box 953, Hartford.

DISTRICT OF COLUMBIA.—Chief Consul, Geo. W. Cook, 3295 M. Street, N. W., Washington.

GEORGIA.—Chief Consul, Charles M. Rushing, Savannah.

ILLINOIS.—Chief Consul, L. C. Jaquish, 1612 Ashland Block, Chicago. Secretary-Treasurer, A. J. Marrett, 509 Cleveland Avenue, Chicago.

INDIANA.—Chief Consul, Thomas Hay, 70 North Pennsylvania Street, Indianapolis. Secretary-Treasurer, E. V. Minor, Room 22, Board of Trade, Indianapolis.

IOWA.—Chief Consul, Fred Beach, Muscatine. Secretary-Treasurer, E. Kostomlatsky, Oskaloosa.

KANSAS.—Chief Consul, W. W. Hooper, Leavenworth. Secretary-Treasurer, W. C. F. Reichenbach, Box 205, Topeka.

KENTUCKY.—Chief Consul, Edward A. Newhaus, German National Bank, Louisville. Secretary-Treasurer, Owen Lawson, 2510 West Jefferson Street, Louisville.

MAINE.—Chief Consul, James E. Marrett, 448 Commercial St., Portland. Secretary-Treasurer, Percy H. Richardson, 31½ Exchange St., Portland.

MARYLAND.—Chief Consul, J. A. Arnold, 404 S. Eutaw St., Baltimore. Secretary-Treasurer, R. H. Carr, Jr., 9 E. Lexington St., Baltimore.

MASSACHUSETTS.—Chief Consul, Sterling Elliott, 12 Pearl St., Boston. Secretary-Treasurer, Charles S. Howard, 15 Crawford St., Roxbury.

MICHIGAN.—Chief Consul, Robert G. Steel, St. Johns. Secretary-Treasurer, Frank H. Escott, Grand Rapids.

MINNESOTA.—Chief Consul, M. L. Knowlton, 1307 Fourth St., S. E., Minneapolis. Secretary-Treasurer, E. S. Gregory, Winona.

MISSISSIPPI.—Chief Consul, W. H. St. John, Yazoo City. Secretary-Treasurer, Geo. F. Beaudry, Jackson.

MONTANA.—Chief Consul, W. L. Fant, 32 W. Broadway, Butte City.

MISSOURI.—Chief Consul, Robert Holm, 3554 California Ave., St. Louis. Secretary-Treasurer, W. M. Butler, 2636 Osage St., St. Louis.

NEBRASKA.—Chief Consul, J. E. Ebersole, 1402 Douglas St., Omaha. Secretary-Treasurer, Frank H. Siefken, 1223 Harney St., Omaha.

NEW HAMPSHIRE.—Chief Consul, II. J. Taggart, 1001 Elm St., Manchester. Secretary-Treasurer, F. E. Gale, 50 S. State St., Concord.

NEW JERSEY.—Chief Consul, Robert Gentle, 114 Westfield Ave., Elizabeth. Secretary-Treasurer, J. C. Tattersall, Box 329, Trenton.

NEW YORK.—Chief Consul, Isaac B. Potter, Potter Bldg., New York. Secretary-Treasurer, W. S. Bull, 156 Bryant St., Buffalo.

NORTH CALIFORNIA.—Chief Consul, Chas. K. Melrose, 735 Fourth St., San Francisco. Secretary-Treasurer, C. N. Ravlin, Knox Block, San Jose.

NORTH CAROLINA.—Chief Consul, P. Heinsberger, Jr., Wilmington.

OHIO.—Chief Consul, Parker G. Reed, Chillicothe. Secretary-Treasurer, Dr. A. B. Howson, Chillicothe.

PENNSYLVANIA.—Chief Consul, Samuel A. Boyle, Dist. Atty's. Office, Philadelphia. Secretary-Treasurer, John J. Van Nort, Scranton.

RHODE ISLAND.—Chief Consul, Geo. L. Cooke, Box 1101, Providence. Secretary-Treasurer, Nelson H. Gibbs, 288 Westminster St., Providence.

SOUTH CALIFORNIA.—Chief Consul, W. J. Allen, 2121 Bonsallo Ave., Los Angeles. Secretary-Treasurer, P. H. Lyon, 224 S. Spring St., Los Angeles.

TENNESSEE.—Chief Consul, Charles J. Scherer, 211 Main St., Memphis. Secretary-Treasurer, Ed. L. Menager, Memphis Savings B'k, Memphis.

TEXAS.—Chief Consul, E. W. Hope, Sherman. Secretary-Treasurer, G. W. Hubbard, Sherman.

UTAH.—Chief Consul, James W. Neill, Box 760, Salt Lake City. Secretary-Treasurer, C. N. Butler, Box 884, Salt Lake City.

VERMONT.—Chief Consul, B. C. Rogers, Burlington. Secretary-Treasurer, M. C. Grandy, Burlington.

VIRGINIA.—Chief Consul, A. A. O'Neill, 42 Bank St., Norfolk. Secretary-Treasurer, J. Hugh Henry, 140 Bute St., Norfolk.

WASHINGTON.—Chief Consul, J. A. Drain, Spokane. Secretary-Treasurer, E. P. Baggot, Colfax.

WEST VIRGINIA.—Chief Consul, Chas. H. Gieger, 1010 Main St., Wheeling.

WISCONSIN.—Chief Consul, A. C. Morrison, Pabst Brewing Co., Milwaukee. Secretary-Treasurer, M. C. Rotier, 505 E. Water St., Milwaukee.

WYOMING.—Chief Consul, C. P. Hill, Cheyenne.

FOREIGN MARSHAL.—Joseph Pennell, care J. S. Morgan & Co., 22 Old Broad St., London, E. C.

VETERAN BAR.



Any member who has been connected with the L. A. W. for 10 consecutive years is entitled to wear the bar. The bar is of gold with the word "Veteran" in enamel. All orders must be sent to the Secretary accompanied by the price of bar, \$2.50 Bar with gold badge attached, \$5.50.

(COMBINATION BLANK.)

Application for Membership in the L. A. W.***ABBOT BASSETT, Secretary, L. A. W.****12 Pearl Street, Boston, Mass.**

DEAR SIR:—Enclosed find the sum of TWO DOLLARS, one dollar of which is for my initiation fee in the L. A. W., seventy-five cents for one year's dues, and the remaining twenty-five cents I hereby authorize and direct you to pay to the publisher of the L. A. W. BULLETIN AND GOOD ROADS, and request that he enter my name as a subscriber under the provisions of Articles III and VI of the L. A. W. constitution.

I certify that I am eligible to membership in the L. A. W. under the provisions of the constitution, and I refer to two League members (or three other reputable citizens) named below.

Name,

Street or Box,

City or Town,

..... State,

References,

(Club,)

CLOSE OF THE RENEWAL SEASON.

The renewal season closed June 30. After that date all renewal fees must be accompanied by the regular fine of 15 cents a month. Renewals mailed to the secretary or to a division officer on June 30 will be received without fine. Send \$1.15 to renew membership at any time till July 31st.

IMPORTANT NOTICE FROM THE RACING BOARD.

Riders are warned that the L. A. W., through its racing board, has sole jurisdiction over all cycle racing in the United States. The erroneous idea prevails among those who are uninformed that the board enforces its rules only against members of the League. All riders in the United States are classified as amateurs of class A or B, or as professionals, in accordance with the League's definitions of such classes, and so soon as a rider enters a competitive event he becomes subject to the supervision of the racing board. Any rider competing in unsanctioned events, amateur or professional, will be promptly suspended from all track racing.

RACING BOARD.**Weekly Bulletin.**

Suspended for riding in unsanctioned races: Orlando Adams, Carl Plum, C. H. Halbrecht, John Overton, C. W. Swanson, Charles Howes, Robert Wilson, of Pullman, Ill., for thirty days from June 29; Edward Goldsmith, John Lufrio, W. D. Heim, Louis H. Hucht and William M. Winer, Baltimore, Md., for thirty days from July 4.

Thomas Drouillard, Erwin Morross, Arthur Stilles, N. P. Lacy, Bartley Doyle, of Wyandotte, Mich., and W. P. Miller, Charles Nodak, — Pokoney, Detroit, Mich., and Frederick Hibbard, Jr., Trenton, Mich., for one year, June 22.

Suspended for riding in unsanctioned races after warning and on Sunday: Joseph Hyman, A. J. Baker, E. Gunther, W. W. Gardner, Bud Williams, G. E. Stork, H. C. Jones, J. H. Little, J. F. Barsaloux, L. V. Stevens, J. M. Nixon, J. B. Lackamp, F. G. Heuer, J. V. Wasen, Edw. T. Bridge, P. Bridge, B. R. Hayes, F. Herman, W. Hoppe, L. J. Winkler, J. Wainwright, G. P. Johannes and O. Hobbs, of Belleville, Ill., for one year, from June 23.

Transferred to class B under clause (g): G. A. Kreidler, J. H. Little and Joseph Hyman, St. Louis, Mo.; Herb. E. McCrea, Los Angeles, Cal., is transferred to class B under clause (b).

W. G. Corfe, St. Louis; A. B. Abbott, New Orleans, La.; Andrew J. Pendergast, Syracuse, N. Y.; W. L. Ferris, Boonville, Mo., and Robert H. Gill, Houston, Tex., under clause (g), class A rules; J. H. Lund, H. Vogt, F. Weage and James B. Bowler, of Chicago, at their own request; W. A. Lutz and E. D. Stevens, Buffalo, N. Y., under clause (b); W. E. Clark, San Jose, Cal., under clause (d).

P. K. Manning, F. M. Dampman, Thornton P. Buzzard, of Philadelphia, Pa.; Ross Gordon, Daniel Pierce, of Des Moines, Ia., and Thomas Thornton, of Farragut, Ia., are hereby declared professionals under clause (a); P. O'Connor, of Boston, Mass., is a professional under clause (b).

Suspension placed on E. W. Goff is removed. Changes were result of an error on part of race-meet officials, for which he is not to blame.

The following sanctions have been granted:

August 10 — Young Men's Business League (Wanamaker's), Philadelphia, Pa.

August 28 — R. M. Medbery, Saratoga County Agricultural Society, Ballston Spa, N. Y.

July 27 — Allen Wheelmen, Allentown, Pa.

July 25 — Oswego Columbia Wheelmen, Oswego, N. Y.

August 8 — Oswego Columbia Wheelmen, Oswego, N. Y.

August 22 — Oswego Columbia Wheelmen, Oswego, N. Y.

August 1 — Uniontown Athletic Association, Uniontown, Pa.

July 27 — Alfred Peekham, Patchogue Wheelmen, Patchogue, N. Y.

July 27 — Albany County Wheelmen, Albany, N. Y.

August 10 — Albany County Wheelmen, Albany, N. Y.

September 4 and 5 — Cambridge Fair Association, Cambridge, N. Y.

July 25, 26 and 27 — Texas Fruit Palace, Tyler, Tex.

August 7 and 8 — Salina Bicycle Club, Salina, Kan.

September 2 — Buffalo Ramblers, Buffalo, N. Y. (postponed from July 27).

August 7 and 8 — A. E. & H. II. Stever, Owasso, Mich.

August 2 and 3 — Young Cycle Co., Joliet, Ill.

July 24 — Jackson Lodge (K. of P.), Jackson, Mich.

August 4 — National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

August 10 — National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

August 17 — National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

August 31 — National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

September 2 — National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

September 7 — National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

September 14—National Cycle and Athletic Club, Manhattan Beach (L. I.), N. Y.

July 20—Olympia Cycle Club, Sellersville, Pa.

August 17—Columbia Bicycle Club, North Attleboro, Mass.

September 7—Meriden Wheel Club, Meriden, Conn.

August 30—Waltham Bicycle Park Association, Waltham, Mass.

July 20—St. Andrew's Brotherhood, Woonsocket, R. I.

L. A. W. AND CYCLE BOARD OF TRADE.

Following up the two previous informal conferences held in New York on May 6 and 8, 1895, between the executive committee of the League of American Wheelmen and the Cycle Board of Trade, another conference between the same bodies was held at the Coleman House, Asbury Park, N. J., on Thursday, July 12, at 8 P. M., at which the following gentlemen were present:

The League of American Wheelmen was represented by A. C. Willison, president; George D. Perkins, vice-president; George D. Gideon, chairman racing board; I. B. Potter, chairman highway improvement committee and Albert Mott, chairman legislation committee.

The Cycle Board of Trade was represented by A. G. Spalding, president; R. Lindsay Coleman, Joseph McKee, C. W. Dickerson and Howard E. Raymond.

Mr. Spalding called the meeting to order and nominated Mr. Willison, temporary chairman. Ernest R. Franks was appointed temporary secretary.

Upon invitation of Mr. Spalding, Mr. Willison submitted the following as a basis for a permanent joint conference committee.

Whereas, the declared objects of the League of American Wheelmen as expressed by its constitution and of the national board of trade of cycle manufacturers as set forth in its charter, are such as to encourage the working of both organizations in the same field and in many respects to the attainment of the same end.

And, whereas, it is believed that the objects of said board of trade as expressed in said charter to promote interest in cycling and to reform abuses, and the objects of said League in ascertaining and protecting the rights of wheelmen and in encouraging the improvement of public roads and in promoting and regulating cycle racing on the track, can best be secured and maintained by a better concert of action on the part of these two organizations.

Therefore, resolved: That a joint conference committee be formed to consist of the executive committee of the League of American Wheelmen, the chairman of the racing board of said League, the highway improvement committee, the transportation committee and another person to be named by the president of the League to represent the League in the matter of stolen bicycles, upon one side and the executive committee of the National Board of Trade of cycle manufacturers upon the other, for the purpose of and with power and authority to arrange for and carry out a concurrent action of these two organizations in any and all matters in which the League of American Wheelmen and the national board of trade of cycle manufacturers have a mutual interest, subject, however, to the following provisions and restrictions:

1. That in all proceedings of said joint conference committee, a division upon any question may be demanded by any member present and when such division is demanded the representatives of each organization shall vote as a unit, and no proposition shall be adopted or assented to except by the concurrent action of these entire two units.

2. That no action shall be taken by the said joint conference committee, which shall be in any manner contrary to the constitution and by-laws of the said League or the charter and by-laws of the said board of trade. Subject to the foregoing restrictions it shall be the duty of said committee to devise ways and means for the better prosecution of the work in which both organizations and the members thereof are interested and to take necessary steps to carry the same into effect; to encourage in the public favor the

growth of cycling as a sport; to enlarge the membership of said League and to strengthen its growth; to sustain said League in its proper management of cycle racing and to discourage dishonest and unfair practices among riders and trainers, and the employers of riders and trainers, and to enforce such penalties as may be prescribed for the punishment of offenders.

3. To devise and promulgate a plan for the prevention, as far as possible, of theft, and recovery of stolen bicycles, and to adopt such reasonable means as may be deemed advisable for the carrying out of such plan.

4. To bring about a substantial co-operation between said League and the said board of trade in the matter of agitation and legislation for improved roads and the erection of guide boards at road crossings throughout the country, in order that the labor and expense attending such work may be borne in fair proportion by the two said organizations.

5. To consider and take action with reference to such other matters affecting the interests of said organizations, or either of them, as may be by such committee of conference deemed proper and advisable.

Further Resolved, That said committee of conference be requested to report to the executive committees of the League of American Wheelmen and the national board of trade of cycle manufacturers such proceedings, as may be had by said conference committee from time to time.

After a short discussion the above propositions were agreed to and the joint conference committee thereupon proceeded to form itself into a permanent joint conference committee.

Mr. Willison was unanimously elected permanent chairman and Ernest R. Franks permanent secretary.

The first subject was good roads, and after a lengthy discussion it was referred to the highway committee of the L. A. W. and the transportation committee of the board of trade with the instructions to make some recommendations of some specific action on the best method of achieving the object in view by report to the joint committee.

The subject of the prevention of stealing bicycles and the recovery of stolen bicycles was referred to the transportation committee of the L. A. W. and the legislation committee of the cycle board of trade with instructions to report to the joint committee.

Transportation of bicycles was referred to the transportation committee of each organization with similar instructions.

A short discussion ensued on the control of cycle racing, and the whole matter was referred to the racing committee of each body with the instructions to consider and report with recommendations to the joint conference committee on Friday at 12 noon.

After a short talk on general matters the meeting adjourned to meet at the Coleman House on Friday at 12 noon.

On the reassembling of the joint committee on Friday the League of American Wheelmen was represented by A. C. Willison, Albert Mott and W. M. Brewster. The cycle board of trade was represented by A. G. Spalding, Joseph McKee, C. W. Dickerson. Mr. Potter attended, representing the L. A. W. highway committee. Secretary E. R. Franks read the minutes of the meeting of Thursday. Mr. Dickerson then presented the report of the racing committees of each organization, which is as follows:

TO THE JOINT CONFERENCE COMMITTEE OF THE CYCLE BOARD OF TRADE AND LEAGUE OF AMERICAN WHEELMEN:—

We, your sub-committee, composed of the racing board, L. A. W. and the race committee of the cycle board of trade beg to report as follows: We recommend that the cycle board of trade pass the following preamble and resolution which endorses the action of the League of American Wheelmen in its control of professional bicycle racing in the United States of America.

Whereas the cycle board of trade is firmly of the opinion that the League of American Wheelmen should have the entire and exclusive control of all forms of cycle racing in

the United States and desires to pledge its support to that body in such control, it is hereby resolved that the national board of trade of cycle manufacturers heartily endorse the action of the League of American Wheelmen in its exclusive management of all forms of cycle racing and will co-operate with the governing committee of the League of American Wheelmen to enforce such rules as may be necessary for the proper conduct of cycle racing. We also recommend that this joint conference committee composed of the racing board of the L. A. W. and the race committee of the cycle board of trade be continued for the further consideration of cycle racing and to report on or before the 1st day of January, 1896.

George D. Gideon, H. W. Robinson, Fred Gerlach, representing racing board. L. A. W. G. W. Dickerson, H. E. Raymond, representing racing committee cycle board of trade. Asbury Park, July 12, 1895.

The above resolutions and preamble were unanimously passed, whereupon a discussion took place as to the willingness of the board of trade to do all in their power to increase the League membership by the distribution of League circulars, etc., and it was decided to refer the whole matter of such methods of increasing the membership to the presidents of each association. The meeting then adjourned subject to the call of the chair.

NEBRASKA.

Semi-annual meeting board of officers Nebraska Division, L. A. W., at Kearney, Neb., July 4th, 1895.

Present, Chief Consul Ebersole, Representative Vance and Sec.-Treas. Siefken.

Minutes of last meeting approved as read.

Report of sec.-treas (printed herewith) accepted as read.

It was moved and seconded that we issue a circular letter, offering to remit the fine of 15 cents to all of those who will renew. Carried.

Adjourned.

Semi-annual report sec.-treas., Nebraska Division, League American Wheelmen, July 4th, 1895.

RECEIPTS.

January 1st, 1895, from sec.-treas., \$339.49

EXPENDITURES.

Voucher No. 1.		
Premium on sec.-treas., bond,	\$10.00	
Voucher No. 2.		
Printing 500 chief consul letterheads,		
Printing 100 vice-consul letterheads,		
Printing 500 sec.-treas. letterheads,		
Printing 100 representative letterheads,	2.00	
Voucher No. 3.		
Office expense chief consul:		
postage stamps,	\$2.25	
1 file and perforator,	1.60	
1 box letter file,	.40	
1 scrap book,	.75	5.00
Voucher No. 4.		
Recruiting expense, gold watch, (prize)		18.00
Voucher No. 5.		
Office expense sec.-treas., 1 ledger,		.60
Voucher No. 6.		
Office expense sec.-treas.:		
Postage stamps,		1.00
Voucher No. 7.		
Recruiting expense, 1 sweater, (prize)		3.00
Voucher No. 8.		
Recruiting expense, 1 pair shoes, (prize)		2.50
Voucher No. 9.		
Expense delegate to Natl. Assembly,		110.50
Voucher No. 10.		
Printing 500 vouchers,		3.00
Voucher No. 11.		
Printing 1000 application and renewal blanks,		3.50
Voucher No. 12.		
R. R. fare vice-consul Lincoln to Omaha,		3.30

Voucher No. 13.		
Office expense sec.-treas., 1 letter file		.35
Voucher No. 14.		
Printing 50 Mimeo. letters for C. C.,		1.50
Voucher No. 15.		
Postage stamps for C. C.,		2.00
Voucher No. 16.		
Express on 100 by-laws from Bassett,		.95
Voucher No. 17.		
Printing 500 envelopes for C. C.,		
Printing 500 envelopes for S. T.,		2.00
Voucher No. 18.		
Printing 1000 application blanks,		3.00
Voucher No. 19.		
Postage stamps for C. C.,		5.00
Voucher No. 20.		
50 copies racing rules,		1.50
Voucher No. 21.		
Addressing 300 wrappers,		1.00
Voucher No. 22.		
Express on 1000 recruiting circulars,		1.60
Voucher No. 23.		
300 copies Cycling World (mailed),		4.50
Voucher No. 24.		
Printing 1000 envelopes,	\$3.00	
Printing 1000 special envelopes,	3.00	
Printing 1000 pamphlets,	1.50	7.50
Voucher No. 24.		
Expense sec.-treas. and chief consul to Associated Cycling Clubs of Omaha.		
Initiation fee, \$5.00; annual dues, \$5.00, each,		15.00
Voucher No. 26.		
Commissions for new applicants,		1.50
Voucher No. 27.		
Postage for C. C.,		5.00
Voucher No. 28.		
Reward for stolen wheel,		25.00
Voucher No. 29.		
200 copies racing rules,		6.00
		<u>245.80</u>

Balance in bank, \$93.69

F. H. Siefken, Sec.-treas.

MASSACHUSETTS DIVISION CHAMPIONSHIPS.

The one-half mile Massachusetts division championship will be run off at Lake Quinsigamond at division summer meet, Friday, August 9, and the one mile at same place August 10. Open to L. A. W., class A men, of Massachusetts division.

H. W. ROBINSON, *Chairman.*

July 9, 1895.

PENNSYLVANIA DIVISION.

Notice of the time and place for holding the semi-annual meeting of the board of officers and the annual meeting of the division, will be given in the next issue of the BULLETIN.

SAMUEL A. BOYLE, *Chief Consul.*

PHILADELPHIA, July 15, 1895.

MASS. BOARD OF OFFICERS.

(Continued from July 12.)

Mr. S. T. Williams moved "That a committee of five be appointed to consist of the chief consul of this division and four others, whom he may appoint, to confer with a committee of the same number to be appointed by the Associated Cycling Clubs of Boston and vicinity, to draft a petition inviting the National Assembly of the L. A. W. to hold the national meet for 1895 in Boston. Said petition to be presented in the joint names of the Mass. division and the A. C. C."

Mr. Perkins strongly opposed the motion, stating that the meet should not be given to any organization but should be held under the direct and exclusive auspices of the Mass. division, and that the invitation for the meet to be held in Boston should come solely from the division. Mr. Williams replied to these statements at some length telling of the work done by the A. C. C. in trying to get the meet to Boston last year. The motion was finally carried on a proxy vote.

On motion of Mr. Deani it was voted that the sum of \$100 be appropriated for the purchase of 100 L. A. W. "Helping Hand" signs, the same to be erected under the supervision of the committee on guide boards.

On motion of Mr. Howard it was voted that all orders for printing for division uses be given to the firm or firms designated by the chief consul.

It was voted that the secretary-treasurer be employed to expend \$50 in publishing a hand book of the division.

On motion of Mr. Dean it was voted that a sum not exceeding \$20 be allowed each delegate for his expenses incurred by attending the annual assembly of the L. A. W. to be held in New York Feb. 18, 1895. Also that no delegate of the Mass. division be allowed his expenses unless he attends the meeting of the National Assembly, goes and returns in the way and at the time arranged for by the chief consul, and attends all meetings and caucuses duly called by the chief consul. For good cause the chief consul may excuse a delegate from complying with the above requirements.

The meeting then adjourned.

CHAS. S. HOWARD, *Sec.-Treas.*

APPLICATIONS FOR MEMBERSHIP.

The following is a list of applications for membership received up to Monday preceding this date, and published in accordance with Article III of the constitution.

Tickets will be issued fourteen days after the publication of names.

Members are requested to examine carefully these lists as they are published and to report errors and omissions to the secretary. In order that no objectionable person may unite with the League, members are given the right to protest, but such protest must be received by the secretary within two weeks from the date of publication, and contain specific charges, so far as it is possible to make them. All such communications will be considered confidential.

The application list is closed at noon on the Monday preceding day of publication. All applications received after that hour must go over to the list of the following week.

BOSTON, July 19, 1895.

Total 491 — 30,247.

Alabama, 2 — 23.

Mobile C. C.		
83,275	Paterson, W. B., 72 St. Francis st	Mobile
Unattached		
6	Majerski, H., Commerce	Mobile

Arizona, 3 — 74.

Unattached		
83,277	Bellas, Oliver E., box 343	Phoenix
8	Lowell, Harry R.	"
9	Livingston, Wm. C.	Whipple

Arkansas, 1 — 89.

Unattached		
83,280	Peak, Dr. F. A.	Hot Springs

Connecticut, 6 — 846.

B. W. C.		
83,281	Redfield, W. M.	Fairfield
Unattached		
2	Neuman, Theodor, Hotchkiss School	Lakeville
3	Goodsell, Bnell, 1st Nat'l Bank	Meriden
4	Deming, Ralph	Sharon
5	Munson, Miss Winona I.	"
6	Bartram, Albert N.	"

District of Columbia, 2 — 63.

Unattached		
83,287	Tolman, Geo. R., 1835 H st., N. W.	Washington
8	Spier, Geo. W., 310 9th st., N. W.	"

Illinois, 12 — 1328.

Galesburg C. C.		
83,289	Craig, George	Galesburg
290	Hinckston, F. G.	"
1	Jones, John H.	"
2	Johnson, Chas. B.	"
3	Spear, Harry C.	"
4	Simpson, Wade M.	"
Cathedral C. C.		
5	Dolan, A. N. J., 311 E. Superior st.	Chicago
Unattached		
6	Alexander, G. H., 2033 W. Van Buren st.	Chicago
7	Bates, Fred G., 407 Rookery	"
8	Buell, H. O., 98 E'd of Trade	"
9	Robb, Russell, 100 Wash. st.	"
300	Mitchell, Geo. W., box 516	Hinsdale

Indiana, 1 — 201.

Unattached		
83,301	Johnson, Harry H., 167 Mass. ave.	Indianapolis

Iowa, 48 — 582.

Boone Co. W.		
83,302	Crary, Archie W.	Boone
Boone L. C. C.		
3	Weir, Mrs. J. H.	Boone
C. R. C. C.		
4	Evans, Geo. A., 557 1st st., W.	Cedar Rapids
D. M. W. C.		
5	Smith, Frank, 814 High st.	Des Moines
6	Wait, J. Enos, box 836	"
J. C. C.		
7	Laubach, H. F.	Jefferson
Oskaloosa C. C.		
8	Hall, Jack	Eddyville
9	Cheesman, Eugene	Oskaloosa
310	Carr, H. D.	"
1	Swayze, C. A.	"
2	Vreeland, Edgar	"
3	Walters, C. S.	"

Osage C. C.

4	Swain, Arthur E., box 606	Osage
Perry W.		
5	Starkey, W. B.	Perry
6	Lau, J. Eugene	"
7	King, Chas. P.	"

Sanborn C. C.

8	Brody, Fred	Sanborn
9	Owen, F. B.	"
320	Redler, August	"
1	Schoel, August	"
2	Cashen, Wm. J.	"
3	Vyse, Arthur	"

Vinton C. C.

4	Santmyer, Mrs. C. J., box 12	Vinton
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Unattached

83,325	Norton, Harry G., box 482	Avoca
6	Marsh, H. W., 1110 Story st	Boone
7	Booth, Howard E., box 1034	"
8	Stevens, Bart A., box 304	Charles City
9	George, W. T.	Coon Rapids
330	Hopkins, D. F., 722 Locust st	Des Moines
1	Kruse, F. W., Jr.	"
2	Carnell, E. F., box 306	"
3	Brown, A. D., box 145	"
4	Larsen, Gus, 1007 School st	"
5	Hull, F. G., 519 Chestnut st	"
6	Jones, W. K., 1214 Capital ave	"
7	Street, F. C., L. D. P'g Co.	"
8	Bean, C. H.	Jefferson
9	Burke, W. H.	"
340	Johnson, Rob't J.	Holstein
1	McCutchen, Fred C.	"
2	Sauer, A. M.	Le Mars
3	Keeler, Walter E.	Mt. Pleasant
4	Meacham, A. A.	Prairie City
5	Crasser, E. A.	Sioux City
6	Hurd, Norman A.	Waucoma
7	Crosley, Varick C.	Webster City
8	Mueller, A. F.	"
9	Price, Raymond M., box 37	Winterset

Kansas, 3 — 255.**Unattached.**

83,350	Penny, G. B. (P. O. Georges Mills, N. H.)	Lawrence
1	Beightle, John L., box 12	Valley Falls
2	Overholser, Charley L.	"

Kentucky, 3 — 420.**Unattached**

83,353	Blue, W. R., 308 W. Chestnut st	Louisville
4	Foley, Joseph P., 2239 W. Madison st	"
5	Lamar, F. S., 626 4th st	"

Maine, 1 — 408.**Unattached**

83,356	Tabbut, L. W., box 11	Bar Harbor
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Maritime Provinces, 1 — 6.**Unattached**

83,357	<i>Ruel, Mrs. F. Herbert Johnston</i> , Pembroke House, St. John, N. B.	
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Maryland, 7 — 583.**Unattached.**

83,358	<i>Burnell, Mrs. M. I.</i> , 208 E. Chase	Baltimore
9	Bryan, Carryl H., Lombard & Cheapside	"
360	Boone, R. Sanchez	"
1	Wilson, Samuel B., 903 Calvert st., No.	"
2	Harwood, Stephen P., 1532 Park ave	"
3	Homer, J. E., 107 No. Carey st	"
4	Walling, R. Brent, 100 E. Lex. St.	"

Massachusetts, 52 — 5169.**Unattached**

83,365	<i>Mass. B. C.</i> Dolewan, Wm. Henry, 357 Wash. st	Boston
	<i>Crescent C. C.</i> Phillips, Wm. C., box 448	New Bedford
	Lawton, Chas. T., 163 Campbell st	"
	<i>Bunker Hill W.</i> Pierce, F. J., 40 Tufts st	Somerville
	<i>Spindle City W.</i> Streeter, Nelson D.	Middlesex
	<i>Malden B. C.</i> Maguire, J. W., care J. M. Linscott & Co.	Malden
370	Nash, A. W., 13 Coburn st	"
	<i>Unattached</i> Howes, Wm. H., 171 Everett	Allston
3	Kayser, Harry S., box 31	Attleboro Falls

83,374	Cooley, T. B., 30 Worcester sq	Boston
5	Keene, A. W., 179 Tremont st	"
6	Purinton, Chas. L., 87 Court st	"
7	Alles, John, 10 Cambridge st	"
8	Chandler, W. K., 32 Franklin st	"
9	Tykeson, John C., 46 Beacon st	"
380	Trainer, C. W., 119 Federal st	"
1	Hancock, Sumner H., 13 Maple ave	Brockton
2	Hagar, John D., 105 Kimrard st	Cambridgeport
3	Shaw, W. M.	Carver
4	Richardson, F. L., box 603	Concord
5	Thayer, Arthur W., Court and Highland	Dedham
6	Hill, Benjamin, box 81	Elmwood
7	Luzarder, Sam'l A., box 53	"
8	Lucas, E. A.	E. Carver
9	Ward, E. N., box 4	E. Bridgewater
390	Godfrey, C. F.	Falmouth
1	Sabins, Eloitt, 112 Walnut st	Fall River
2	Bliss, Edgar F., 688 Cent e st	Jamaica Plain
3	Hutchinson, Olin W., 688 Centre st	"
4	Davis, J. E., Baltimore st	Lynn
5	Newhall, Loranus C., 19 City Hall sq	"
6	Thompson, Leon E., 40 Woodlawn st	"
7	Joyce, A. P., City Clerk	Medford
8	<i>Orcutt, Flora A.</i> , box 271	Middleboro
9	Bishop, E. S., 14 Church st	No. Adams
400	Chippendale, A. W., Bank st	"
1	But'er, W. W.	"
2	Copeland, James O., box 116	No. Attleboro
3	Hanlon, M. F., box 435	"
4	McGiveney, Philip, box 349	"
5	Bliss, Frank H., box 36	"
6	Smith, Arthur R., box 153	Leicester
7	Swift, Joseph H.	Plainville
8	Torrey, Frederick H., box 573	Rockland
9	<i>Goodhue, Mrs. Sadie P.</i> , 185 Thornton st	Roxbury
410	Felt, John P., 30 Pleasant st	Salem
1	Perry, Albion A., 291 Broadway	Somerville
2	Pervere, Franklin H., 23 Benedict st	"
3	Sanderson, Horace, Hose 4, Prospect st	Waltham
4	Burcker, John W., O'Hara W. Dial Co.	"
5	Kennedy, A. B., Southbridge st	Warren
6	Albee, Herbert H., 15 Prospect ave	Wollaston

Michigan, 4 — 628.**Unattached**

83,417	Van Winkle, J. G.	Belding
8	Marsh, Harry B.	Dowagiac
9	Robson, John H.	Ovid
420	Loomis, Chas. H.	Sparta

Minnesota, 1 — 218.**Unattached**

83,421	Barry, Chas. R., box 58	Minneapolis
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Missouri, 60 — 956.**Aeolian Wheelmen.**

83,422	Beal, W. M., 721 Main st	Kansas City
3	Voorhees, S. A., 807 Main st	"
4	Weaver, F. M., 33 Armour bldg	"
5	Orloff, Gus., 2454 Tracy ave	"

Kansas City Cyclists.

6	Hocker, Woodson, 1517 Charlotte st	Kansas City
7	Douglass, Willard R.	"

Shelbina C. C.

8	Morgan, J. R.	Shelbina
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Sterling Cycle Club.

9	Haffner, Chas. J., 2211 So. Jefferson ave	St. Louis
430	Rung, John J., 1848 South 12th st	"

P. A. C.

1	Stephens, Edwards, 4008 Westminster pl	St. Louis
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Unattached

2	Allan, T. F.	Bethel
3	Long, C. A.	Boonville

83,434	Simmons, H. J.	Clarence
5	Royston, J. T., box 9	Jameson
6	Agnew, James W.	La Belle
7	Garrett, F. F.	"
8	Jones, L. K.	"
9	Truex, C. A.	Liberty
440	Blair, W. G.	Marshall
1	Black, H. A.	"
2	Sweeney, J. B.	"
3	Monord, G. H.	"
4	Deal, Fred.	"
5	Lamkin, J. C., Jr.	"
6	Koch, Walter	Palmyra
7	Carty, W. J.	Plevna
8	Imbrie, Geo., care of <i>Daily News</i>	St. Joseph
9	Smith, E., 516 South 7th st.	"
450	Caughlin, Fred. W., 315 Felix st	"
1	Patterson, G. N., care of Co. Collector	Springfield
2	Allen, G. F., 5669 Cabanne pl	St. Louis
3	Carroll, L. B., Equitable bldg	"
4	Ehlers, Wm., N. W. cor 7th and Wash. ave	"
5	English, Ferd., 3739 Cook ave	"
6	Gaebler, Dr. A. N., 6032 Case ave	"
7	Heil, Geo. W., 1800 Guyer ave	"
8	Hunt, F. G. L., 11th and Washington sts	"
9	Hattersley, Fred. R., 2933 Lucas ave	"
460	Holloway, L. R., 739 Walton ave	"
1	Knox, P. M., 342 Spring ave	"
2	Johannes, Geo. P., Jr., 1915 So. 2d st	"
3	Loeb, Dr. H. W., 3536 Olive st	"
4	Middleton, J. A., 510 Pine st	"
5	Nohl, Walter H., 1413 Dodier st	"
6	Spengler, Albert, 3622 Shenandoah st	"
7	Stade, Ernest, 1548 N. Broadway	"
8	Wildor, E. B., 5702 Maple ave	"
9	Garvin, Wm. E., Wainwright Bldg.	"
470	Lindenschmidt, Chas., 2802 Olive st	"
1	Lucas, Henry V., 309 Pine st	"
2	Morton, S. W., 608 No. 4th st	"
3	Mueller, Adolph, 1917 Withnell ave	"
4	Obear, Thomas S., 1 Shaw pl	"
5	Parrish, D. L., 702 Olive	"
6	Schmidt, Jno., 2105 So. Broadway	"
7	Stafford, Herbert, Schweppe Grocer Co.	"
8	Wehmiller, Alfred H., 3803 Kosciusko st	"
9	Townsend, Geo. S.	Troy
480	East, Wheeler, box 23	"
1	Searcy, Albert A.	Winston

Nebraska, 6 — 217.

	McCook Wheel Club	
83,482	Bolles, Stephen D.	McCook
	Columbia Club	
3	Edwood, Fred E.	Fort Omaha
4	Howell, A. W., U. P. Transfer Co.	Omaha
	Omaha Wheel Club	
5	Denman, C. K., care Omaha Wheel Club	Omaha
	Association Wheelmen	
6	Henderson E. B., 3515 Howard st	Omaha
	Unattached	
7	Hall, Netherton, 1st National Bank	Omaha

New Hampshire, 7 — 213.

	Exeter Bi. Club	
83,488	Nute, Dr. W. H.	Exeter
	Rockingham B. C.	
9	Gothorpe, Thomas, Cable station	Rye Beach
	Unattached	
490	Shattuck, James, 65 Concord st	Nashua
1	Feineman, M. A.	Rochester
2	Lougee, Wm. W.	"
3	McDuffee, J. Edgar, 12 Charles st	"
4	McDuffee, Willis, box 231	"

New Jersey, 12 — 1846.

	Hudson Co. Wheelmen	
83,495	Hillier, Isaac V. S., 120 Maple st	Jersey City
	Middlesex Athletic Club	
6	Buckelew, Wm. C.	Jamesburg
	Unattached	
7	Fletcher, Ambrose H., Tiffany Man'g Co., Forest Hill, Newark	
8	Marryott, J. E.	Jamesburg
9	Bischoff, John, 340 Garden st	Hoboken
500	Limerick, Wm. J., 274 Summit ave	Jersey City
1	Slater, C. Howard, 215 Pacific ave	"
2	Blasland, F. R., 302 Magnolia ave	"
3	O'Neill, W. Russell, box 202	Lambertville
4	Weed, Gustavus R., box 681	Orange
5	Cusack, G. Harry, 79 Cleveland st	"
6	Ingram, Geo. H., 9 Pennington ave	Trenton

New Mexico, 2 — 21.

	Silver City C. C.	
83,507	Porterfield, W. C.	Silver City
	Cap. City C.	
8	Sayle, E. W.	Santa Fe.

New York, 187 — 7338.

	Fort Orange Wheelmen	
83,509	Schneider, Joseph M., 2 Jefferson st	Albany
	Greenpoint Wheelmen	
510	Tichenor, Walter Arch., 242 Nassau ave	Brooklyn
	Brooklyn Bi. Club	
1	Stockham, J. G., 24 St. John's pl	Brooklyn
	Central Wheelmen	
2	See, Edwin F. (P. O. Warwick, N. Y.)	Brooklyn
	So. Brooklyn Wheelmen	
3	Kent, O., 486 Decatur st	Brooklyn
	St. Bartholomew's Club	
4	Ockert, Wm., Jr., 669 Bedford ave	Brooklyn
	Buffalo Ramblers	
5	Jamison, W. J., 427 14th st	Buffalo
	Mercury Club	
6	West, Chas. S., 99 Main st.	Flushing
	A. C. W.	
7	Ackley, Calvin, box 105	Kinderhook
8	Bray, Chas. M.	"
9	Brown, E. S.	"
520	Hoag, Frank S.	"
1	Morrell, L. L.	"
2	Reynolds, Harry	"
3	Risedorph, Edward	"
4	Schumacher, Chas. P., box 82	"
	Cycle Club of Brooklyn	
5	Jarvie, Geo. K., Hotel Belvidere	Larchmont
	Lyons Wheelmen	
6	Gavitt, W. S.	Lyons
	Imperial Wheelmen	
7	Baum, Edward, 112 E. 92d st.	New York
8	Baum, Adolph, 699 Broadway	"
9	Billingheimer, Theo. F., 750 E. 140th st.	"
	Cycle Club of Brooklyn	
530	Marsh, Frank B., 12 Duane st.	New York
	Colonial C.	
1	Edwards, P. C., Jr., 72d st. & W. B'lv'd, New York	
	Irving Club	
2	Watson, F. B., 58 Maiden Lane	New York
	Manhattan Club	
3	Candee, Edward W., 34th st. & 5th ave., New York	
4	Redfield, Chas. S., 117 W. 58th st.	"

Niagara Falls Wheelmen			
83,535	Pierce, C. W., Ferry ave.	Niagara Falls	
6	Rickert, Geo. J., 426 Elmwood ave	"	
7	Welch, John H., 30 Falls ave	"	
Fortnightly Club Wheelmen			
8	Irwin, Dudley M., cor. W. 5th & Cayuga st., Oswego	Oswego	
Oswego Cycle Club			
9	Shayes, W. R., 25 W. Bridge st	Oswego	
Shelter Island B. C.			
540	Harens, W. R., box 101	Shelter Island Heights	
Unattached			
1	Leonard, Edgar C., 472 Broadway	Albany	
2	Vander Veer, Edgar A., 28 Eagle st	"	
3	Chaffee, J. Stuart	Amenia	
4	Catlin, A. W., M.D., 207 Greene ave	Brooklyn	
5	Denny, C. B., 228 Clinton st	"	
6	Drisler, Henry, Jr., 1443 Pacific st	"	
7	Germond, Henry S., Jr., 22 Spencer pl	"	
8	Hahn, John W., 371 16th st	"	
9	Kreger, Geo. W., 616 McDonough st	"	
550	Leavy, James B., 203 Hewes st	"	
1	Maitland, Robert, 253 Macon st	"	
2	Richards, Frank, 639 Carroll st	"	
3	Reid, W. H., 355 Bridge st	"	
4	Reid, John W., 355 Bridge st	"	
5	Royce, Rubert S., M.D., 207 Greene ave	"	
6	Siney, Edward F., 243 S. 9th st	"	
7	Schaibly, Theobald E. J., 343 Broadway	"	
8	Westlake, John, 312 Market st	"	
9	Young, F. Spencer, 204 Rodney st	"	
560	Benward, Herbert L., 107 Fort Green pl	"	
1	Cloves, F. V., 1385 Pacific st	"	
2	Green, John H., 385 Union st	"	
3	Hendrickson, W. S. J., 156 McDougal st	"	
4	Herrmann, Simon B., 160 Clinton st	"	
5	Knox, John, 105 Broadway	"	
6	Lee, Jno. T., 299 7th ave	"	
7	Mason, Geo. S., 393 Macon st	"	
8	Kayser, Theo., 147 Scholes st	"	
9	Rapelje, Chas. V., Liberty ave. opp. Chestnut	"	
570	Van Mator, Dr. Geo. G., 354 Macon st	"	
1	Boywer, Frank J., 105 Henry st	"	
2	Hasbrouck, E., M.D., 369 9th st	"	
3	Hopper, Magnus T., M.D., 1164 Dean st	"	
4	Kofler, Louis, 237 Heyward st	"	
5	Reynolds, Fred C., 105 Henry st	"	
6	Sauer, C. Theodore, M.D., 387 10th st	"	
7	Sanders, Wm., 79 Clermont ave	"	
8	Collard, C. E., 413 14th st	Buffalo	
9	Curtis, Lawrence C., box 23	Castleton	
580	Gates, D. G.	Chittenango	
1	Arguimbau, D. V., Wave Crest	Far Rockaway	
2	DeMott, Sylvanus, 106 Front st	Hempstead	
3	Hawks, Harry N., box 1	Hoosick	
4	Warner, Franklin H.	Irrington	
5	Crandall, C. L., 100 Hector st	Ithaca	
6	Kortright, F. L., 68 W. Buffalo st	"	
7	Mussen, Willis N., box 284	Keeseville	
8	Trask, James D., 164 Franklin st., Long Island City	"	
9	Phillips, John B., Hotel Belvidere	Larchmont	
590	Litchfield, Willis H., Hotel Belvidere	"	
1	Little, Edwin C., box 8	Mt. Vernon	
2	Dudley, H. A., 9 Oak st	Hornellsville	
3	Howell, W. W., box 354	"	
4	Harris, R., 134 Main st	"	
5	Lowerree, James T.	Nassau	
6	Lawrence, A. N., Jr., 6 Henderson ave, New Brighton	"	
7	Alexander, James W., 161 E. 106th st	New York	
8	Beal, W. H., 575 W. 155th st	"	
9	Bretzfeld, Silas W., 15 Broad st	"	
600	Bouck, Rodman B., 676 West End ave	"	
1	Binnore, I. Edmund, M. D., 22 E. 126th st	"	
2	Brown, Horace D., 127 W. 83rd st.	"	
3	Buell, Frank O., 2536 8th ave	"	
4	Canterbury, Arthur E., 205 E. 113th st	"	
83,605	Davidson, C. S., 21 Beekman st	New York	
6	Dunham, Helen V., 19 W. 81st st	"	
7	Dyer, Mrs. F. A., 19 W. 81st st	"	
8	Draper, Charlotte S., 357 Lexington ave	"	
9	Erskine, James, 352 W. 14th st	"	
610	Fleming, R. J., 408 W. 29th st	"	
1	Frohwein, Otto, 1620 3rd ave	"	
2	Gray, Arthur F., 333 W. 31st st	"	
3	Hilyard, George D., Jr., 144 E. 49th st	"	
4	Hahn, Geo. H., 26 E. 23rd st	"	
5	Jacoby, H. A., 75 W. 44th st	"	
6	Kahn, Moses H., 553 2nd ave	"	
7	Lambert, Chas B., 56 Wall st	"	
8	Morris, Frederick W., 238 E. 13th st	"	
9	Morton, Geo. H. L., 262 W. 72nd st	"	
620	Meeker, E. C., 15 Broad st	"	
1	Orr, Robert Jackson, (P. O. Yarmouth, Me.)	"	
2	Jonasson, Joseph, 358 Broadway	"	
3	McDonald, James V., 323 W. 89th st	"	
4	Montgomery, Wm. R. 52 Wall st	"	
5	Parker, Wallace S., 111 W. 60th st	"	
6	Porter, John A., 194 Water st	"	
7	Rosenfeld, D. E., 426 3rd ave	"	
8	Race, Clarence W., 473 Park ave	"	
9	Schneider, Charles, 1020 6th ave	"	
630	Thompson, W. R., 134 Nassau st	"	
1	Terry, Arthur, 267 Fifth ave	"	
2	Watson, Benj., 33 Wall st	"	
3	Hoffman, C. Albert, 484 Broom st	"	
4	Diehl, Geo. H., Jr., 18 W. 127th st	"	
5	Essleborn, A., 60 Broadway	"	
6	Ennis, John W., 142 E. 14th st	"	
7	Gonoud, Frank, 7 Warren st	"	
8	Green, Frank P., 39 Broad st	"	
9	King, Dr. Wm. H., 64 W. 51st st	"	
640	Nicoll, Charles H., 189 Broadway	"	
1	Meeks, E. B., 450 5th ave	"	
2	Street, Harvey L., 15 John st	"	
3	Van Tassel, C. M., 60 Broadway	"	
4	Miles, Wm. P., M. D., 100 W. 91st	"	
5	Newman, Thos P., 40 Nassau st	"	
6	Oesterle, Louis, 201 E. 68th st	"	
7	Godowsky, Leopold, "The Avon," 116th st and Madison ave, New York	New York	
8	Price, Bruce, 150 5th ave	New York	
9	Post, Edwin M., 45 Wall st.	"	
650	Steffens, J. L., 210 Broadway	"	
1	Weller, George E., 323 E. 150th st	"	
2	Weller, Mrs. Geo. E., 323 E. 150th st	"	
3	Nixon, Mrs. T. T., 474 Mott ave	"	
4	Cuming, Thos. D., care Premier Cycle Co., 504 W. 14th st, New York	"	
5	Drey, Morris, 455 Produce Exchange	New York	
6	Gardner, Chas. E., 160 W. 16th st	"	
7	Lowndes, Richard J., Jr., 244 E. 65th st	"	
8	Valk, Edward, 455 Produce Exchange	"	
9	White, Frank N., 59 Reads st	"	
660	Ansorge, Perry, 102 W. 132nd st	"	
1	Andresen, Elliot G., room 319, 18 Broadway	"	
2	Browning, Wm. D., 239 E. 77th st	"	
3	Muir, T. Hood, 257 Broadway	"	
4	Newcomb, Jas. G., 26 Broadway, room 1	"	
5	Reilly, Frank J., 116 W. 98th st	"	
6	Wells, Wm. J., 191 9th ave	"	
7	Bedell, Howell Y., 215 W. 104th st	"	
8	Bootze, Frank, 611 Third st	Niagara Falls	
9	Oatman, A. A., 730 Buffalo ave	"	
670	Hastings, Arthur C., 128 Third st.	"	
1	Sweers, O. F., 345 Prospect st	"	
2	Bennett, Thos. H., 1st Nat'l Bank Bldg.	Oswego	
3	Sweetland, F. E., 2nd Nat'l Bank	"	
4	Barrows, Dr. D. E., 39 Union st	Olean	
5	Spaulding, H. E., 5th st	"	
6	Martin, Paul	Palisades	
7	Norse, Stansbury, box 255	Potsdam	
8	Fox, Fayette, 223 W. Dom st	Rome	
9	Westfall, W. H., 12 Churchlea pl	Rochester	
680	Adams, E. L., 10 Argyle st	"	

83,681	Olcott, Ralph T., 6 Mason st	Rochester
2	Edwards, William P., box 214	Sayville
3	Stott, Arthur C.	Stottville
4	Linson, William,	Tarrytown
5	Batt, Chas. P., box 235	"
6	Dolan, Wm. J., care <i>Utica Saturday Globe</i>	Utica
7	Sayer, C. H., box 170	Warwick
8	Hess, Frank F.	Watervliet Centre
9	Button, C. R.	Waterford
690	Bonner, D. E., Bard ave	West New Brighton
1	MacKenzie, Morris S., 1608 3rd ave	West Troy
2	Smith, Adrian W., box 8	Whitesboro
3	Pagan, Miss Edith E., 92 Warburton ave	Yonkers
4	Pagan, Mrs. H. W., Lockwood ave	"
5	Wallace, Chas. M., 41 Caroline ave	"

North California, 4 — 597.

Healdsburg Bi. Club		
83,696	Alexander, Geo. C.	Alexander Valley
California Cycle Club		
7	Fife, G. S., 1201 California st	San Francisco
Pilot W.		
8	Pioda, L. E. W., 72 Elm st	Santa Cruz
Unattached.		
9	Crosscup, Ira O., 532 California st	San Francisco

Ohio, 14 — 1,410.

Minerva W. C.		
83,700	Finefrock, O. C.	Minerva
Wyandot W.		
1	Bowman, Chas. L., box 215	Upper Sandusky
2	Beidler, R. R., box 185	"
Cinti. B. C.		
3	Neuzel, Chas. F., 272 Colerain ave	Cincinnati
4	Ries, Henry C., 101 West 3d st	"
Unattached		
5	Leavenworth, S. H., Homan Silver Plate Co., Cincinnati	
6	Hill, Arthur	Enon
7	Archer, G. Silas, S. Charles st	Massillon
8	Danforth, Mrs. Helen S., 92 W. Tuscarawas	Canton
9	Kegg, W. H. G., W. Bloom st	Mansfield
710	Goldenblum, Wm., box 336, National Military Home	
1	Frease, Edwin S.	Okolona
2	Heitman, Fred, box 81	"
3	Welch, Maxwell J.	Uhrichsville

Pennsylvania, 8 — 3,705.

Columbia C.		
83,714	Stanffer, Jeremiah, 1212 N. 10th st	Philadelphia
Unattached		
5	Ross, V. W., 725 State st	Erie
6	Swain, Joseph W., 222 Walnut st	Philadelphia
7	Thomas, Dr. George P., 2121 N. 7th st.	"
8	Bridger, C. A., 816 Arch st	"
9	Boyce, Ella R., 3362 5th ave	Pittsburg
720	Beeson, Chas. E., 13 W. Main st	Uniontown
1	Harah, Chas. B., 19 W. Main st	"

Rhode Island, 4 — 527.

W. C. C.		
83,722	Brown, C. R., 5 John st, West Side	Westerly
3	Spencer, Irving C., 61 W. Broad st	"
Unattached		
4	McCrillis, Arthur M., 171 Broadway	Providence
5	Bullock, Hugh	Charlestown

South California, 2 — 178.

San Diego W.		
83,726	Jackson, F. W., 935 6th st	San Diego
Unattached		
7	Harloe, Marcus S., box 86	Arroyo Grande

South Dakota, 1 — 14.

Unattached		
83,728	Murphey, C. W., Drawer P.	Deadwood

Texas, 4 — 214.

Dallas C. C.		
83,729	White, J. E., care Geo. J. Dexter	Dallas
Corsicana C. C.		
730	Young, W. T.	Corsicana
Unattached		
1	Kirch, N. H., 281 Elm	Dallas
2	Rowley, W. J., box E E	"

Utah, 11 — 147.

Wasatch B. C.		
83,733	Coltinson, M., Jr., box 1285	Salt Lake City
Social W. C.		
4	Hall, W. W., 206 So. Main	Salt Lake City
5	Godbe, A. T., 147 East 2nd South	"
6	Conely, R. L., County Court House	"
7	Stern, Louis	"
8	Taylor, A. P., 311 So. 5th East st	"
9	Wright, R. S.	"
740	Gardiner, F. W., box 600	"
1	Gilman, E. L., 639 So. 9th East st	"
2	Woodruff, W. S., 127 No. West Temple st	"
3	Austin, John F.	Murray

Vermont, 2 — 46.

B. C. W.		
83,744	MacDonough, Chas. W., Drawer A	Bennington
Unattached		
5	Norton, Harrison, I., Drawer A	Bennington

Wisconsin, 19 — 859.

Waupaca B. C.		
83,746	Smith, E. W.	Iola
Ripon C. C.		
7	Ellsworth, C. H.	Ripon
8	Schaefer, Wm. E.	"
Unattached		
9	Loweree, R.	Delafield
750	Brown, W. G., Wis. ave	Neenah
1	Browne, E. R.	"
2	Collins, Pearl, Wis. ave	"
3	Griswold, E. W., Wis. ave	"
4	Hausen, Martin, Wis. ave	"
5	Henbesky, John, Main st	"
6	Kuefuss, Geo., Cedar st	"
7	Larson, Albert, Sherry st	"
8	Petersen, August, Columbia ave	"
9	Rather, W. A., Wis. ave	"
760	Schumann, Herman C.	"
1	Thurston, E. W., N. E. Water st	"
2	Thompson, Dr. Orrin, Wis. ave	"
3	Tohms, Albert	"
4	Keil, C. R., Main st	Menasha

Wyoming, 1 — 28.

83,765	Camp, Warren H.	Cheyenne
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LEAGUE CLUB RENEWALS.

265	Cleveland Wheel Club	Cleveland, O.
580	Lynn Cycle Club	Lynn, Mass.
100	Bay City Wheelmen	San Francisco, Cal.
426	South Side Cycle Club	St. Louis, Mo.
244	Juniata Wheelmen	Huntingdon, Pa.

NEW LEAGUE CLUBS.

616	Marinette Cycling Club	Marinette, Wis
617	Centerville Cycling Club	Centerville, Ia

QUERIES AND ANSWERS

H. M., New Ulm, Minn., asks:

Will you kindly inform me what a lap race is? It is claimed by one of our wheelmen here that a lap race is scored at each quarter mile, regardless of the length of track.

Ans. A lap race is generally understood as a race run upon a track where more than one lap is required to finish the race, and where the scoring is done at the completion of each lap. A lap being usually a quarter or third of a mile, but not necessarily so.

L. H. P., Greenville, N. C., writes:

Will you please publish in your paper what is the legal definition of a sidewalk, what constitutes the same? If any decision has been given by the supreme courts of any of the States concerning the matter.

Ans. We cannot, at this time, give the law in other States, but a part of Section 2 of the law enacted by the State of Massachusetts for the guidance of wheelmen is as follows:

"The term 'sidewalk,' as used in this act, shall mean any sidewalk laid out as such by the city, town or fire district, and any walk in a city or village which is reserved by custom for the use of pedestrians, or which has been specially prepared for their use. It shall not include cross walks, nor shall it include foot paths on portions of public ways lying outside of the thickly settled part of cities and towns which are worn only by travel and are not improved by such cities or towns or by abutters."

EDITOR BULLETIN:

I would suggest that those who take the L. A. W. BULLETIN, after reading it, send it to some one who has to do with fixing roads. I do this and so they do more than double duty.

L. A. W., 67,005.

ONE OF MANY.

EDITOR L. A. W. BULLETIN:

Having a good sized grievance to vent, and being actuated by a desire to relieve the over-charged state of my feelings, and at the same time to call the attention of the proper officers of the League through your columns to a most brazen imposition, I beg leave to trespass for a few moments on your time.

On a recent holiday I took a run to Tarrytown in company with my wife, and upon reaching

Yonkers on the return trip, finding her too tired to continue farther, I determined to take the N. Y. Northern R. R. back to the city. The cars at Yonkers are reached by a long pull up three flights of steps. I inquired in an humble tone of the brass-buttoned functionary at the entrance how I was to get our wheels upstairs, and was told in a tone more terse than polite, to "carry them up, or pay the porter." I called his attention in the meek and submissive manner one learns to adopt to these superior beings, to the fact that no porter was in evidence, and asked to be permitted to put them on the passenger elevator; but this request was met with a refusal both curt and emphatic.

"But surely," I expostulated, "you must have some means of carrying up trunks." "We have a freight elevator, but we won't take up no bicycles onto it," he replied with a scornful sniff. Two trips up those interminable stairs were necessary to bring up our wheels. It was insufferably hot but there was no drinking water to be had. After buying our tickets, and paying fifty cents additional for the privilege of signing a formidable instrument, by which I agreed not to hold this admirable corporation liable for any loss or damage caused through the negligence of its own employees, or otherwise, our machines were finally checked. Not being sure but that there might be something further required of me, I asked the doorman to tell me whether there was not something else that I might be permitted to do. He informed me that, there being no baggage man around, I would have to take our wheels out on the platform, and put them in the baggage car myself. This I did.

After reaching New York, two toilsome trips down several flights of stairs with our wheels on my shoulder, found us at last in the street, in a very hazy state of mind as to whether we had been brazenly trespassing on these people's good nature, or had been paying a common carrier to perform the duties which under its charter it owed the public.

L. A. W., 58,486.

Bicyclers are likely to get cut, scraped, sprained, bruised, or some way hurt. No matter which, an application of Redding's Russia Salve will take away the smart and pain, and cure the trouble in a hurry. Thousands of wheelmen never go on the road without it. Why should you? 25 cents buys it of any druggist. Handy box for your pocket.

"Trick Cycling In Many Lands," By W. S. Maltby, the all round the world cyclist. Postpaid for 25 cents. Address, No. 1 Park Place, N.Y. City.

"ZIMMERMAN

Abroad and Points on Training" for sale by all news dealers, or send fifty cents to J. M. Erwin, room 906, 218 La Salle street, Chicago.

